



GENERAL ADMINISTRATIVE REGULATIONS, TECHNICAL REGULATIONS, AND PROCEDURES

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PREAMBLE: -

1. Cycling Ireland (CI) is affiliated to the European Cycling Union (UEC) and the International Cycling Union (UCI) and is the Internationally recognised body for the control of cycling throughout the whole island of Ireland.
2. Cycling Ireland is the trading name for the Irish Cycling Federation Company (ICF). A non-governmental, non-profit making organisation registered under the Companies Act as a Company Limited by Guarantee and not having a Share Capital.
3. The main objectives of Cycling Ireland are to encourage, develop and organise cycling in Ireland including, but not exclusively racing, touring, mountain biking, physical education and any activity or business pursuit connected with or ancillary to the activity of cycling.
4. Cycling Ireland will carry out its activities in compliance with the principles of fairness, reasonableness, due process and natural justice.
5. A copy of the Memorandum and Articles of Association are available to any member on request to Cycling Ireland.
6. The Technical Race Regulations referred to hereafter will apply to all races held under the jurisdiction of Cycling Ireland with the exception of those races on the UCI International Calendar which will be governed by the UCI Regulations (available on www.uci.ch). Where there is no specific Cycling Ireland Rule, the Rules of the UCI will apply where appropriate.
7. All licence holders shall in whatever capacity participate in cycling races in a disciplined, fair and sporting manner. They shall at all times when involved in any cycling activity be properly attired and behave correctly in all circumstances.
8. References to "he" or "his" in the following regulations apply to both male and female members, where appropriate.
9. All references to Federation refer to Cycling Ireland.
10. All references to Board refer to the Board of Cycling Ireland.
11. All references to Honorary Secretary refers to the Honorary Secretary of Cycling Ireland as elected under the Articles of Association.
12. Each province shall elect a Provincial Executive to carry out the tasks assigned under the General Administrative and Technical Regulations and Procedures.
13. Proposed changes to these General Administrative and Technical Regulations maybe referred to the Board by an Affiliated Club, a Provincial Executive, a Commission or Board Member at anytime throughout the year. The Board may decide to adopt or reject the proposed change with or without any discussion with the entity who has submitted the proposed change. Notwithstanding the Board will confirm to the entity who submitted the proposed change if it has been accepted or rejected. If rejected the reason for such rejection must be given.

If rejected the entity making the proposed change reserves the right to put its case as a proposal to congress for deliberation by the delegates and if accepted by the delegates will become a new or amended Technical Regulation.

A change to the Technical Regulations by whatever means will become effective from the 1st January following its acceptance, or if of an urgent nature will take effect 28 days after formal notification has been made to all Affiliated Clubs, Provincial Executive and Commissions.

A rejected motion may not be resubmitted for 2 years following its rejection

14. All references to letter can apply to either written letter or email.

GENERAL ADMINISTRATIVE REGULATIONS

CHAPTER G1 - MEMBERSHIP AND LICENCE

1. Application for membership must be made on the standard application form through an affiliated club or directly as an unattached member enclosing the appropriate fee.
2. A club must have a minimum of 6 members, which shall include a Chairman, Secretary and Treasurer before acceptance by Cycling Ireland. Also clubs with young or vulnerable members (as defined by Cycling Irelands Code of Practice for Young and Vulnerable Cyclists) must appoint a Children's Safeguarding Officer.
3. Cycling Ireland reserves the right to refuse an application for membership.
4. Successful applicants, for membership of Cycling Ireland, will be granted a licence as defined in chapters T1 and T2, so acknowledging their membership of Cycling Ireland.
5. Licences will be valid from the date of issue until the 31st December following, save in the case of licences issued in the months of November and December, which will be valid until the 31st December of the following year.
6. A licence so issued under rule G1.4 above will entitle the holder to participate in races held under Cycling Ireland's jurisdiction and other UCI affiliated national governing bodies jurisdiction subject to rule G1.7 below.
7. When competing in a race promoted by an organisation other than Cycling Ireland, then unless there is an agreement with this organisation to accept Cycling Ireland licences, a letter of authority must be requested in writing from Cycling Ireland enclosing the appropriate fee, passport size photograph, and returning their current licence for re-issue.
8. A person's application for their first Veterans Licence shall be accompanied by their Birth Certificate or a copy.
9. Each Youth or Junior's first application for membership shall be accompanied by their Birth Certificate or a copy.
10. The parent or guardian must sign the consent section of the application form in respect of Youth or Junior applications.
11. A person's application for membership of Cycling Ireland, as a member of a club outside the Province in which they live, must be accompanied by a letter of consent from the Secretary of the Province in which they live.
12. Licensed riders who take part in a race abroad with non-licensed riders, or in a race organised by a Federation, which is not affiliated to the UCI, will be subject to discipline in accordance with the UCI regulations.
13. Any member changing address must return their licence to Cycling Ireland office for alteration.
14. All affiliated clubs must submit the design of their club jersey with their initial application to Cycling Ireland for approval and registration. Subsequent proposed changes will also require prior approval by Cycling Ireland.
15. An appropriate One Day Licence will permit the holder to participate as a rider in Cycling Ireland Events – excluding Criteriums, Stage Races & all National Championships; or as an official. This satisfies the requirements of rule T1. Such licence grants the holder membership of Cycling Ireland for insurance purposes only, in respect of that event only.
16. An un-attached member will be under the jurisdiction of the Provincial Executive in which they have their normal address.

CHAPTER G2 - TRANSFER

1. A member may not transfer to another club in their current year of membership except under the provisions of rules G2.2, G2.3 and G2.4 below.
2. Notwithstanding rule G2.1 above a club may at any time, transfer to unattached status, a member who is in breach of club rules, after advising Cycling Ireland of the full details of the breach, and that an appropriate hearing was held in accordance with chapter AG.1.
3. Notwithstanding rule G2.1 above a club member may transfer to unattached status, at any time, provided they submit to Cycling Ireland a request to transfer, accompanied by a letter of release from their most recent club.
4. Notwithstanding rule G2.1 above a club member may transfer between clubs, provided both clubs are in agreement that such a transfer is acceptable. The application for a change of licence to Cycling Ireland should be accompanied with a letter of agreement from their most recent club, and a letter of acceptance from the proposed new club.
5. Licence changes as referred to in rules G2.3 and G2.4 above will be subject to the appropriate administration fee.
6. A person joining a club which was not his most recent club, must obtain a letter of release from the latter, as referred to in chapter G3, and this must be submitted to Cycling Ireland with their application for membership. This rule is not governed by any time periods.
7. Members of clubs confined to third level college students, may compete for any other club during holiday periods, provided they return their licence for endorsement to Cycling Ireland at the appropriate time. They will relinquish this facility on their return to college.
8. Where a member is affiliated to Cycling Ireland through a non Cycling Ireland club, and wishes to transfer in accordance with rule G1.4 above, then in addition to the requirements of this rule, he must satisfy any requirements imposed by the National Federations of the countries in which his current and proposed new club are situated.

CHAPTER G3 - LETTER OF RELEASE

1. A person who wishes to join a club other than his most recent club must obtain a letter of release from the latter.
2. This letter must be requested from the club secretary and must be copied to both Cycling Ireland and the Secretary of the Provincial Federation in which this club is situated.
3. The club has 21 days from the date of posting of the letter of request, in which to object to the proposed transfer, otherwise it is accepted that the person has no liabilities to this club.
4. However within the 21 days referred to in rule G3.3 above, the club may object on the grounds of either.
 - (a) the person has a provable undischarged liability, or,
 - (b) was in breach of either club or Cycling Ireland rules.Notwithstanding point (a) above, a 'Minor' will not be held responsible for an undischarged liability.
5. Such objections must be sent to the person by registered letter, and copied to Cycling Ireland and the Provincial Secretary referred to in rule G3.2 above.
6. In the case of an objection, it will be the responsibility of the Provincial Executive to ensure that the objection is thoroughly investigated and resolved in accordance with AG.1, within a period of 21 days from receipt of the letter referred to in rule G3.5 above.

CHAPTER G4 - UNDISCHARGED LIABILITIES

1. Every affiliated club is obliged to inform any of its members who has an undischarged liability to it, by means of an invoice detailing the liability and sent by registered letter no later than the 31st December in the year in which the liability occurred, with copies to the Provincial Executive and to Cycling Ireland.
2. The Provincial Executive has the authority to adjudicate on the matter of undischarged liability.

CHAPTER G5 - SPONSORSHIP

1. With the exception of individual sponsorship, as allowed for under the Mountain Bike Rules, an individual member shall not enter into a sponsorship contract.
2. To register as a sponsored club, the appropriate fee must be paid, and the conditions as laid down in rule G1.2 adhered to.
3. Any club which satisfies either of the following conditions will be considered to be a sponsored club,
 - a) The name of the club contains any commercial name or trademark, or,
 - b) The registered club jersey carries any commercial names or trademarks other than the clothing manufacturer's logo.
4. A sponsorship contract between a club and its sponsor will be binding for the duration of the contract.
5. Riders competing for their sponsored club must wear their registered club jersey.
6. A sponsored club may append to its club name, a maximum of two of its registered sponsors names.

CHAPTER G6 - COMMISSAIRES

ARTICLE 1 - DUTIES OF COMMISSAIRES

1. The Chief Commissaire will be responsible for the general sporting organisation of a race or series of races. He is empowered to interpret and enforce the rules and to adjudicate on any matter not specifically covered in the rules.
2. All Commissaires shall keep a log of all races at which they officiate and shall produce this for examination by the Board of Cycling Ireland or Provincial Executive if requested to do so.
3. All Commissaires are required to wear the official uniform when officiating at a race. Where a Commissaire is either piloting or riding pillion on a motorcycle, they should wear appropriate safety clothing indicating they are acting as a Commissaire.
4. The Chief Commissaires if dissatisfied on any matter of safety may take action, as he deems appropriate. This may include the cancellation of the race.
5. The Commissaire will ensure that only licence holders take part in each race.
6. The Commissaire shall ensure that all competitors have been made aware of any special rules and all prizes for the race.
7. Commissaires will act as advisers to the Chief Commissaire except where other authority is delegated to them under the rules, or by the Chief Commissaire. They will observe the progress of the race and report any breach of the rules, in writing, to the Chief Commissaire immediately after the race.
8. The Chief Commissaire will submit a report of the race to Cycling Ireland on the standard report form within 7 days. A copy of this report will also be sent to the Race Organiser and the Secretary of the Province in which the race has taken place.
9. The Chief Commissaire will to the best of his ability, ensure that all competitors and officials observe the rules under which the race is being held, but he will not be liable for any consequence of any failure on his part to do this.
10. The Chief Commissaire will deal with all claims/objections presented within the rules and impose any of the following penalties: Warning, Caution, Fine, Relegation or Disqualification.
11. The Chief Commissaire may impose penalties in accordance with Appendix AT.4, the Scale of Penalties for Race Incidents. Where the penalty provides for the licence holder to be reported to the Provincial Executive, which authorised the race, the licence holder should be verbally advised of this proposed action.
12. If the Provincial Executive considers it necessary to initiate action in respect of rule G6.A1.11 above, then such action must be carried out in accordance with chapter D1.A1 Disciplinary Action.
13. Where the College of Commissaires is made aware of any rider or official who has been disciplined in respect of a race incident then the College will arrange for all Commissaires to be advised.
14. No person may act as Promoter and Commissaire at the same race. No Commissaire acting on any race should be a member of the promoting club, notwithstanding this in respect of rule G6.A2.10 it may be necessary for the appointment to be made from within the promoting club.

ARTICLE 2 - TRAINING AND APPOINTMENT

1. Cycling Ireland Commissaires will be over 18 years old and in good standing with Cycling Ireland.
2. Initial training to become a Road, Track and Cyclo Cross Commissaire, will consist of a foundation course of a minimum duration of 16 hours including a written examination conducted by the Course Lecturer. Specific single discipline courses may be run as required subject to prior approval by the College of Commissaires.
3. A score of 60% or over in this examination will be considered a pass and entitle the successful applicant to use the term Trainee Commissaire.
4. Trainee Commissaires may be appointed to races by their Provincial Executive in order to gain the necessary experience required to be appointed as a National Commissaire Grade B.
5. Such appointments shall be logged by the Trainee Commissaire on the Trainee Commissaire Assessment Form and presented to the Chief Commissaire for comment and signature.
6. A Trainee Commissaire may apply to the College of Commissaires for grading as a National Commissaire Grade B when he has gained adequate experience, but no application may be made within a one-year period of completing the training course.
7. The appointment of a Commissaire will be marked by the presentation of a suitably inscribed certificate
8. Commissaires shall be graded as follows:

UCI INTERNATIONAL COMMISSAIRES: Appointed by the UCI only. May officiate at any race.

UCI INTERNATIONAL COMMISSAIRES (Non UCI Appointed): A UCI International Commissaire who has reached their 70th Birthday and no longer receives International appointments directly from the UCI. May officiate at any race.

NATIONAL COMMISSAIRES: They will be graded into two grades as follows: -

GRADE A: Must comply with the requirements, set out elsewhere in these rules and have attended an upgrading course. They must have undergone a written and oral test and have gained 80% or over, in the test. Once they have passed this test with the pass mark as indicated above, they will be appointed by the College of Commissaires to one event for Practical Examination under the supervision of a UCI Commissaire or UCI Commissaire (Non UCI Appointed), they will assess the candidate's practical knowledge, and deem them to have passed or failed the Practical Examination. Once they pass the Practical Examination they will then be graded as Grade A National Commissaires. They may act as **Chief Commissaire** at National Championships, where it is not mandatory for a UCI Commissaire to officiate, National Leagues, Stage Races and all other races approved by Cycling Ireland.

GRADE B: Must comply with the requirements, set out elsewhere in these rules. They may act as **Commissaire** at National Championships, National Leagues, Stage Races and all other races approved by Cycling Ireland.

TRAINEE COMMISSAIRE: A licence holder who has attained a pass mark following the completion of a course as defined in rule G6.A2.2 above, and has not gained the necessary experience to be classified as a National Commissaire.

		UCI International	UCI National	National Grade A	National Grade B
UCI Calendar Races	Chief Commissaire	Yes	No	No	No
	Commissaire	Yes	Yes	Yes	No
UCI Recognised National C'ships *	Chief Commissaire	Yes	No	No	No
	Commissaire	Yes	Yes	Yes	Yes
Non UCI Recognised National C'ships	Chief Commissaire	Yes	Yes	Yes	No
	Commissaire	Yes	Yes	Yes	Yes
National League	Chief Commissaire	Yes	Yes	Yes	No
	Commissaire	Yes	Yes	Yes	Yes
Stage Races	Chief Commissaire	Yes	Yes	Yes	No
	Commissaire	Yes	Yes	Yes	Yes
Provincial Race	Chief Commissaire	Yes	Yes	Yes	Yes
	Commissaire	Yes	Yes	Yes	Yes

* Cycling Ireland may apply to the UCI for prior permission to use a National Grade A Commissaire if no UCI International Commissaire is available.

9. Commissaires will be assigned to each race by the Provincial Executive which authorised its inclusion in the Calendar. In the case of National Championships and National League races, the Chief Commissaire will be assigned by the College Of Commissaires and any additional Commissaires required will be assigned by the Provincial Executive within whose area the race is promoted. In stage races of 3 days and over the Chief Commissaire will be assigned by the College of Commissaires, after consultation with the Race Organiser, and any additional Commissaires required will be assigned by the Provincial Executive within whose area the race is promoted. In the case of races on the International Calendar and races, deemed by the Board of Cycling Ireland to be National Tours, all Commissaires will be assigned by the Board of Cycling Ireland, in consultation with the Race Organiser. In the case of the Irish National Underage Championships, the Chief Commissaire together with all other Commissaires and Technical Officials shall be appointed by the Youth Commission in consultation with the Provincial Executive of the province the races are to take place in. The Provincial Executive, College of Commissaires or Board of Cycling Ireland, as the case may be, will give 4 weeks notice in writing to each Race Organiser informing them of the names of the Commissaires appointed and requiring him to liaise with the Commissaires informing them of the arrangements for the race. A copy of this letter should be sent to the Commissaires.
10. Should the College of Commissaires or the Provincial Executive fail to carry out its function in the assignment of Commissaires, or should the assigned Commissaire fail to attend the race, the Race Organiser must appoint a responsible person as Acting Commissaire and this person shall have the authority and duties of a duly assigned Commissaire. He will include in his report an indication of where responsibility lies for the absence of the Commissaire.
11. When a Commissaire fails to officiate in this role at any race for a year, the College of Commissaires may request that he may attend a refresher course before being appointed to a race.

ARTICLE 3 – COMMISSAIRES’ TRANSPORT

1. The race organiser will provide the Commissaires with suitable transport and driver, which if possible should have an opening roof, fitted with a two way communication system and a public address system to allow him to carry out his function.
2. If the Commissaire travels more than 40kms to a race a reasonable allowance will be paid by the Race Organiser. This will include the race distance where the Commissaire agrees to use his own vehicle. He will also be reimbursed for reasonable out of pocket expenses.

ARTICLE 4 - COMMISSAIRES REVIEW COMMITTEE

1. The objectives of the Commissaires Review Committee is to oversee the performance of Commissaires and to ensure that Cycling Ireland’s Technical Regulations are applied fairly, impartially and consistently by Commissaires.
2. A complaint in respect of the actions of a Commissaire, relative to his application of the Technical Regulations, or where he has been seen not to have acted in a fair or unbiased manner, may be reported in writing by any licence holder, club or committee/commission.
3. The written complaint, should where possible, contain written statements of witnesses and should give precise details of how the Commissaire infringed the points highlighted in rule G6.A4.2 above and should be sent to the Honorary Secretary of Cycling Ireland.
4. The information received should be read along with the Commissaries Report, and if the Honorary Secretary feels there is a case to answer, then in conjunction with the President and/or Board, a committee should be put in place to investigate the complaint. This committee should comprise a minimum of three persons of which no more than one should be a Commissaire, and one of the three shall be appointed convenor/chairperson.
5. The appointed convenor should if necessary seek further written information and/or statements prior to consideration of the case by the committee.
6. The procedures of the committee in arriving at a decision will be in line with Appendix AG.1.
7. Decisions arrived at by the committee, will be forwarded to the Honorary Secretary, accompanied by the case file for the Boards approval.
8. Upon approval of the Committee decision, the Honorary Secretary will be responsible for advising the following of the decision:
 - (a) The Commissaire;
 - (b) The Complainant;
 - (c) The Provincial Secretary where the race in question took place;
 - (d) The College of Commissaires.
9. The committee has the power to recommend the following to the Board for approval:
 - (a) Case not upheld;
 - (b) Commissaire cautioned;
 - (c) Commissaire warned;
 - (d) Commissaire suspended from acting as a Commissaire for a period.
10. The Commissaire has the right of appeal to the Board in accordance with the Appeal Procedures Chapter D1.A3.
11. If a Commissaire has been regularly referred to the Committee, then they have the right to consider a recommendation to the Board, that he should sit the Commissaires Course and Exam (obtaining a pass), before he is appointed to any further races.

CHAPTER G7 - OTHER OFFICIALS

ARTICLE 1 - STARTER

1. The starter may be chosen by the race organiser from amongst the race Commissaires or otherwise. It shall be the starter's responsibility to ensure that competitors are called to the start and are informed of the distance of the race, the location of the finish, and any other relevant information.
2. The starter will exclude competitors improperly attired or whose equipment does not conform to the Equipment Appendix AT.2, and shall report such competitors to the Chief Commissaire.
3. The starter alone shall determine the validity of the start and shall declare a false start when required by the rules. The starter shall inform other officials when the start is imminent.

ARTICLE 2 - JUDGES

1. For all road, track and cyclo cross races, a Chief Judge shall be appointed by the Organiser. He may be assisted in placing finishers by other Judges selected by him from appropriate competent persons.
2. The Chief Judge alone will determine the order of finishing. In the event of a close finish he may refer to any photographic aid to assist him in reaching a decision. He shall attempt to place as many finishers as possible. Competitors in a group who cannot be placed shall be considered equal.

ARTICLE 3 - TIMEKEEPER

1. The Timekeeper will record all times necessary to allow the classification to be given and any times requested by the promoter. He shall submit the timings to the Chief Commissaire at the end of the race in writing.
2. Road based races shall be rounded down to the nearest second. Track races shall be timed to one hundredth of a second, except as required elsewhere in the rules.
3. In races with more than one timekeeper, if the timekeepers disagree, the mean time of all times recorded by the timekeepers shall be taken.

CHAPTER G8 - CALENDAR

1. Races will be promoted only by an affiliated club, or by an individual or group, approved by Cycling Ireland on payment of the appropriate fee. The fee shall be as decided from time to time by the AGM.
2. Each Provincial Executive will draw up a calendar of events (races and touring activities) to be promoted in their Province in the next calendar year. This list will be sent by the 1st October to the Cycling Ireland Calendar Coordinator who will be responsible for establishing the Cycling Ireland Calendar for the forthcoming year.
3. Events for inclusion in the UCI Calendar must be made in accordance with the UCI regulations.
4. Save as is otherwise provided in this rule all applications to promote events shall be made on the standard form, available from Cycling Ireland. For Championship and National League races the appropriate form must be completed.
5. Approval for a race not previously entered on the calendar may be granted by the Provincial Secretary, but only after consultation with and approval from the Promoter, of any race scheduled for that day in an adjacent province with the exception of Sundays.
6. The inclusion of an additional Sunday race or a change to a race as listed in the calendar for a Sunday must be approved by the Board of Cycling Ireland. Approval for such inclusion or change must be submitted at least 21 days in advance of the date of the race and must include confirmation that the promoters of any other race listed for that day are in agreement with the race being promoted.
7. On the day of a National League Race no other road race shall be open to A+, A1 or A2 Riders.
8. Where a race is cancelled after the publication of the final race calendar, then the promoting club may be liable for a fine, not exceeding €100. The exact amount will be on the recommendation of the Cycling Ireland Treasurer and will be subject to Board approval.
9. The road-racing season will not start before 1st February.
10. In preparing the road racing calendar dates will be reserved in advance of seeking general race applications for the following:
 - All National Road Championships;
 - National League dates;
 - Established race dates;
 - All Provincial Time Trial and Road Race Championships, which should take place on the same weekend.
11. Non-open races may only be run on Mondays through to Thursdays. Notwithstanding non-open races which are run as a series of races and known as a league may be run at any time subject to these being promoted for a defined group of riders e.g. veterans, women, time trialists etc . A club promoting an open race may run a non-open race on the day of their open promotion regardless of the day of the week in respect of 50+ riders and women.
12. National Road Championships identified in the table below will normally rotate around the provinces in the order outlined in the table, these will be awarded by the Board to an approved organisation or club on the proposal of the Road Commission which should be made two years in advance of the Championships. Any province has the right to opt out of its sequence by advising both the Board and the Road Commission two years in advance of it's allocated slot. In such a situation the province opting out will take up its normal slot as per the schedule. Organisers accepting the Championships must promote all races described in each Championship bundle

Year	Senior Men (incorporating U23s) and Elite Women Time Trials; Senior Men (incorporating U23s), Elite Women and Veteran Road Races	Veteran, Junior and Tandem Time Trials, A3 Senior Men and Junior Road Races
2008	Munster	
2009	Leinster	
2010	Connacht	Munster
2011	Ulster	Leinster
2012	Munster	Connacht
2013	Leinster	Ulster
2014	Connacht	Munster
2015	Ulster	Leinster
2016	Munster	Connacht
2017	Leinster	Ulster
2018	Connacht	Munster
2019	Ulster	Leinster

APPENDIX AG.1 - GENERAL DISCIPLINE

General policy statement for the resolution of grievances in Cycling Ireland

This Chapter should be cross referenced to Chapter D1 - Discipline

1. Distinction must be made between:
 - (a) Complaints involving children and all other complaints on the basis that the duty of care to a child is greater than to an adult.
 - (b) Complaints made by employees against other employees including staff in management positions and complaints made by third parties.
2. All procedures recognise the principles of natural justice and be fair, consistent and equitable. The following principles apply:
 - (a) A person subject to a complaint has the right to a statement of the complaint and to know the identity of the person(s) making the complaint.
 - (b) A person making a complaint is entitled to the care of the organisation in respect of the complaint and to be protected from victimization.
 - (c) At hearings conducted as part of the grievance procedure, parties to the procedure, are to be provided with the opportunity to be accompanied by a person.
 - (d) The facts as established must provide a reasonable basis for any findings presented as to the existence and extent of any culpability.
 - (e) Any disciplinary action decided on should be commensurate with the culpability found to exist.
 - (f) No one has the right to determine any complaint made against them. Complaints against a person in a management position must be referred to the next level of seniority.
 - (g) No one who is the author of a complaint has the right to determine any complaint made against that person.
 - (h) Where the nature of a complaint and/or the sanctions to be imposed are defined in the Memorandum and Articles of Association of Cycling Ireland such procedures take precedence over those listed below.
3. Where the Board of Cycling Ireland decides, by meeting formally or informally or by telephone conference or by other electronic or other means, that a complaint merits investigation by them, such investigation can take the following stages. Grievance(s)/complaint(s) referred to the Provincial Executives will follow the same procedures.
 - (a) Informal stage. Typically verbal complaints of a relatively minor nature may be dealt with in this way. The Board of Cycling Ireland will appoint a person to attempt a party-to-party resolution with no written report submitted at the end of the process if the matter has been resolved to everyone's satisfaction.
 - (b) Formal stage. Where the informal stage fails to resolve a grievance/complaint or where the Board of Cycling Ireland decides a grievance/complaint is sufficiently serious to warrant it a formal investigation and hearing will take place according to the following template.

Procedures to be followed by Cycling Ireland and by the Provincial Federations of Cycling Ireland when hearing complaints of breaches of rules other than the Rules of Racing, or other disputes that may arise.

1. A document will be prepared, by the Honorary Secretary, stating the grievance/complaint. This document will include the name(s) of the complainant(s) and the date the complaint was made.
2. The Board of Cycling Ireland or the Provincial Executive, as appropriate, will appoint a person or group of people to investigate the complaint. Their task will be to gather the facts relating to the case, take statements from people who can assist with their inquiries and collect any other data relevant to the case
3. The investigating body will then write, by registered post, to the person subject to the complaint, advising them that they are investigating the matter, and that they will meet with them and others to determine the facts of the case. This notice will also inform the person subject to the complaint, of the names of the persons who will investigate the complaint.
4. Any objection to the composition of the investigating body must be made as soon as reasonably practical, and in any event not later than 7 days before the hearing. In the event of an objection to the composition of the investigating body point 5 below, applies
5. The chairman of the investigating body is entitled to determine any pre-hearing procedural or evidential matters without recourse to the other members of the investigating body but will report fully to his fellow members the results of his deliberations, this can include replacements to the original composition of the investigating body.
6. The investigating body is not bound to apply formal rules of evidence and is entitled to conduct its business and regulate the proceedings as it sees fit, as long as it complies with these regulations but is fair and just to all parties.
7. All parties attending such hearings are entitled to be accompanied by and/or represented by another person.
8. The investigating body may adjourn its meeting to enable appropriate information to be obtained, and may impose a reasonable time limit for the provision of such information.
9. The investigating body has the power to postpone or adjourn the hearing, but must act at all times to ensure a swift resolution of the complaint/grievance.
10. The parties involved will be afforded a proper opportunity to make representations to the investigating body and to call witnesses.
11. The investigating body will note any admissions by any of the parties.
12. The parties will be given the opportunity to question any witness through the chairman of the investigating body.
13. The decision of the investigating body will be made by at least a simple majority of the members. Where the investigating body is unable to come to a majority decision then the chairman of the investigating body will have a casting vote.
14. All hearings of the investigating body will be held in private.
15. At any hearing the absence of any party or witness will not, in itself, prevent the investigating body from hearing and determining the matter.
16. Once the investigating body has established the facts of the case it will meet to consider the facts. Having considered the facts they will then produce a report detailing their view of the grievance/complaint, arrived at from an examination of the facts.

17. At the conclusion of this process the investigating body will finalise their report and issue recommendations and recommend which sanctions should be applied. This final document is then to be sent to the Board of Cycling Ireland or the Provincial Executive, as appropriate.
18. The Board of Cycling Ireland or the Provincial Executive, as appropriate, will meet within 14 days of the receipt of the report and recommendations to consider them. The Board of Cycling Ireland or the Provincial Executive, as appropriate, may apply the sanctions as recommended or increase or decrease the sanctions as they see fit.
19. The Board of Cycling Ireland or the Provincial Executive, as appropriate, will write by registered post to the person subject to the complaint and notify them of the actions they have sanctioned. Any sanctions to be applied will be deferred for 21 days to allow the person subject to the complaint the opportunity to appeal the findings and/or the sanctions applied.
20. If the person subject to the complaint wishes to appeal the decision of the Board of Cycling Ireland or the Provincial Executive, as appropriate, such an appeal must be lodged with the Board of Cycling Ireland within 21 days of the decision being determined
21. The appeal must be completed within 60 days of the notice of appeal being received by the Board of Cycling Ireland. Otherwise the appeal will be deemed to be successful and no sanctions will be applied to the person subject to the complaint.
22. The appeal panel will consist of 3 people who were not involved in the investigation of the grievance/complaint. The appeal panel will be appointed by the Board of Cycling Ireland or the Provincial Executive as appropriate.
23. The person subject to the complaint and the complainant(s) will be notified, by registered post, of the names of the members of the appeal panel. This notice will also specify a date and a place at which the appeal hearing will be heard (This requires a notice period of 21 days +2 postage days). This notice will also request the parties to provide any new evidence they may have which was not considered by the investigating body.
24. The appeal panel will consider the facts established by the investigating body, they will hear any new evidence from the complainant(s) and will give the person subject to the complaint an opportunity to present their case. Any objection to the composition of the investigating body must be made as soon as reasonably practical and in any event not later than 7 days before the hearing. In the event of an objection to the composition of the investigating body rule 5 above applies.
25. The chairman of the appeal panel is entitled to determine any pre-hearing procedural or evidential matters without recourse to the other members of the investigating body but will report fully to his fellow members the results of his deliberations.
26. The appeal panel may adjourn its meeting to enable appropriate information to be obtained and may impose a reasonable time limit for the provision of such information.
27. The appeal panel has the power to postpone or adjourn the hearing, but must act at all times to ensure a swift resolution of the complaint/grievance.
28. The decision of the appeal panel will be made by at least a simple majority of the members. Where the appeal panel is unable to come to a majority decision then the chairman of the appeal panel will have a casting vote.
29. All hearings of the appeal panel will be held in private.
30. At any hearing the absence of any party or witness will not, in itself, prevent the appeal panel from hearing and determining the matter.
31. The appeal panel will then prepare a report. It should note any factual inconsistencies or any new evidence. The report should conclude with a recommendation to the Board of Cycling Ireland or the Provincial Executive as appropriate detailing the sanctions they suggest should be applied.

32. The Board of Cycling Ireland or the Provincial Executive as appropriate will meet within 14 days of the receipt of the report and recommendations to consider them. The Board of Cycling Ireland or the Provincial Executive as appropriate may apply the sanctions as recommended or decrease the sanctions as they see fit.
33. All correspondence referred to in the Disciplinary and Appeals Procedures shall be by registered post or equivalent.
34. Where a suspension is the final decision of a Disciplinary or Appeals Committee then the person suspended shall surrender their licence immediately to the Honorary Secretary of Cycling Ireland.
35. Clubs should formally adopt the principle of the procedures referred to in the Discipline and Appeals Procedures of these Regulations.
36. Where a Provincial Executive seeks to bring a disciplinary action against a member in breach of a Provincial Rule then the principle of the procedures referred to in the Discipline and Appeals Procedures of the Regulations should be rigorously adhered to.
37. Where a member is found guilty of a non-racing infringement then a suspension, if applied, may not necessarily involve all cycling activities, and in such a case the surrender of the members licence may not be required.

The investigating bodies report - guidelines

The role of the investigating body is to acknowledge, respond investigate and report their findings to the Board of Cycling Ireland or the appropriate Provincial Executive. They should establish the following points during their investigation.

1. Who received the complaint?
Was the complaint verbal or written?
What was the date of receipt of the complaint?
2. Who made the complaint?
3. What facts were supplied with the complaint?
Supply a copy of the written complaint if it was submitted in writing.
4. What response did the person subject to the complaint make to the allegations?
Did the person subject to the complaint provide any evidence to rebut the allegations?
Supply copies of all material provided by the person subject to the complaint.
5. What additional enquiries were made?
Supply copies of statements taken and copies of notes taken during interviews.
6. Was any other relevant information available?
7. The outcome of the process should be a summary of the facts as best understood by the investigating body. This summary report should refer to:
 - (a) the facts of the case
 - (b) the judgement of the investigating body on the basis of the evidence as to whether blame is attached and to whom
 - (c) the seriousness of the matter
 - (d) recommendations regarding action to prevent such a matter recurring
 - (e) recommendations regarding sanctions if any

TECHNICAL REGULATIONS

CHAPTER T1 - LICENCES

1. All persons riding a race or carrying out any function, in connection with any team, or with the organisation of any race, will hold a current licence from their National Federation, save marshals or other persons who are assisting in the running of the race, but who are not the race organisers. The organiser will be able to identify these non-licence holders if requested by the Chief Commissaire.
2. Before competing or participating in any approved race, a person may be requested to produce a current licence which must be signed by the licence holder to the appointed Commissaire, for inspection. Failure or refusal to do so may result in the person being prohibited from taking part in the race.
3. A person, not being a member of a National Federation nor under suspension from a National Federation, may take out a one-day licence to comply with rules T1.1 and T1.2 above. One-day Licences are not valid for National Championships.
4. A rider's licence may contain both the name of his UCI Registered Team and his Cycling Ireland Registered Club. (See Glossary).
5. A rider being a member of both a Team and a Club as defined in rule T1.4 above, unless given written approval by the Board of Cycling Ireland, must compete under the Team name save for the following exceptions:
 - (a) A National, Provincial or County team selection;
 - (b) As a member of a mixed team;
 - (c) In a stage race where the approved special race regulations allows for a rider to compete as a guest, on a team other than that stated on his licence. No more than one guest rider will be permitted on any team with a maximum of 4 riders and 2 guest riders on a team of 5 or more riders.
6. In respect of rules T1.5(b) and T1.5(c) above, a rider participating on a composite team or as a guest rider, must be in possession of a letter from his Team/Club giving permission to compete for a team other than that as stated on his licence.

CHAPTER T2 - GRADING/CATEGORIES

1. Grading which is based on age will be determined by subtracting the year of birth from the current year
With the exception of Youth (10) and Youth (12).
2. Licences will be issued for the following grades: -
 - (a) Youth (10) A rider who has not yet reached their 10th birthday. Such a licence will be restricted and will exclude competition on open roads. But will permit the holder to compete in Mountain Bike, Track, Skills, Cyclo Cross and events, which are run on closed circuits. (Maximum gear is in line with gearing for 12's).
 - (b) Youth (12) Riders who have reached their 10th birthday, 11 and 12 years of age in the current year.
 - (c) Youth (14) 13 and 14 years of age in the current year.
 - (d) Youth (16) 15 and 16 year of age in the current year.
 - (e) Junior* 17 and 18 year of age in the current year.
 - (f) Espoirs (U23)* 19 to 22 years of age in the current year and not a member of a UCI Pro Team.
 - (g) Elite* 23 years of age or over in the current year.
 - (h) Veterans* 40 years or over in the current year.
A rider who satisfies the above criteria may opt for a Senior Licence however this must be done on their initial licence application for that year.

The term Senior refers to Elite and Espoirs i.e. 19 years and up to the taking out of a Veteran's Licence.

* Categories may be A1, A2, A3 or A4

Any rider who is members of a UCI registered team will be deemed to be an A+ rider.

3. Where appropriate the following grades are recognised by the UCI.

MALE: -

- (a) Youth Aged 16 years and under.
- (b) Juniors 17 and 18 years of age.
- (c) Under 23 19 to 22 years of age.
- (d) Elite 23 years of age and over including all those persons who are members of a UCI Pro Team .
- (e) Master 30 years of age and over and are not members of a UCI registered Trade Team.
This is an optional category.

FEMALE: -

- (a) Youth Aged 16 years and under.
- (b) Juniors 17 and 18 years of age.
- (c) Elite 19 years of age and over.
- (d) Master 30 years of age and over. This is an optional category.

CHAPTER T3 - UPGRADING

1. Points will be awarded on all open races in Ireland as follows: -
 - (a) In road races up to 50km, points to be awarded 3-2-1;
 - (b) In road races over 50km and up to 100km, points to be awarded: 6-5-4-3-2-1;
 - (c) In road races over 100km, points to be awarded, 8-7-6-5-4-3-2-1;
 - (d) National League road races points will be awarded 12-11-10-9-8-7-6-5-4-3-2-1;
 - (e) In any road race with 20 riders or less points to be awarded 3-2-1;
 - (f) National Senior Road Race Championship – Double points as detailed in (d) above;
 - (g) National Veterans and National A3 Road Race Championship, National Junior Championships, National Women’s Championships 12-11-10-9-8-7-6-5-4-3.
 - (h) National Time Trial Championships 6-5-4-3-2-1;
 - (i) National Hill Climb Championship 6-5-4-3-2-1;
 - (j) National Criterium Championship 12-10-8-6-4-2;
 - (k) International Calendar single day races – Double points awarded as (d) above;
 - (l) Stage races – per stage as (a), (b), (c) above in respect of road stages and time trial stages 3-2-1, final general classification - points to be awarded: 10-9-8-7-6-5-4-3-2-1.;
 - (m) International Calendar stage races – per stage as (f) and (h) above, final general classification points to be awarded 34-32-30-28-26-24-22-20-18-16-14-12-10-8-6;

Points Table																
Placing		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
RR up to 50km	T3.1.(a)	3	2	1												
RR 50 - 100km	T3.1.(b)	6	5	4	3	2	1									
RR over 100km	T3.1.(c)	8	7	6	5	4	3	2	1							
National League	T3.1.(d)	12	11	10	9	8	7	6	5	4	3	2	1			
Race < 20 riders	T3.1.(e)	3	2	1												
National RR Champ	T3.1.(f)	24	22	20	18	16	14	12	10	8	6	4	2			
National Vet, A3 Senior Men, Junior & Womens RR Champs	T3.1.(g)	12	11	10	9	8	7	6	5	4	3					
National TT Champ	T3.1.(h)	6	5	4	3	2	1									
National HC Champ	T3.1.(i)	6	5	4	3	2	1									
National Crit Champ	T3.1.(j)	12	10	8	6	4	2									
UCI Race Single Day	T3.1.(k)	24	22	20	18	16	14	12	10	8	6	4	2			
Stage Race Final GC (1)	T3.1.(l)	10	9	8	7	6	5	4	3	2	1					
UCI Stage Race Final GC (2)	T3.1.(m)	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6
Note (1) - Stage Points as (a), (b), (c) above in respect of road stages with 3-2-1 for TT Stage																
Note (2) - Stage Points as (f) and (h) above																

2.
 - (a) Newcomers to the sport will be granted an A4 licence. Holders of an A4 licence may only compete with other A4 licence holders with the exception of handicap races. Those returning to the sport after an absence will normally be granted an A3 licence, however this may be reviewed following an application to the National Grading Officer.
 - (b) An A3 rider on amassing 15 points in a calendar year will be upgraded to A2 with zero points.
 - (c) An A3 rider with less than 15 points at year end will carry 50% of total points obtained, rounded down, to the following year.
 - (d) An A4 rider on amassing 10 points, cumulative across years will be upgraded to A3.

3.
 - (a) A junior on reaching senior grade will not be categorised as A1 or above.
 - (b) An A2 rider on amassing 15 points in a calendar year will be upgraded to A1.
 - (c) An A2 rider with less than 15 points at year end will carry 50% of the total obtained, rounded down, to the following year.
 - (d) An A2 rider, on the first full year following their upgrade and each year thereafter, must obtain 6 points or revert back to A3 grade with 7 points.
 - (e) An A1 rider, on the first full year following their upgrade and each year thereafter, must obtain 6 points or revert back to A2 with 7 points.
4.
 - (a) Riders in the year of their 40th birthday and each year thereafter may apply for Senior designation on their licence.
 - (b) A1 riders in the year of their 50th birthday or greater may apply for an A2 licence before the commencement of the following season. ;.
 - (c) Subject to Board approval I.V.C.A. members not in possession of a Cycling Ireland licence will be deemed to be an A3 rider.
5. Upon reaching the necessary points for upgrading, the riders will submit their licence and number to Cycling Ireland for re-issue with their new category.
6. Commissaires have the power to withdraw a rider's licence if his points total is in excess of that required for upgrading and to submit it in accordance with rule T3.5 above.
7. When a rider reaches the appropriate points total for re-grading the rider will be deemed to be re-graded from that point in time.
8. When a grading dispute arises, this may be submitted to the National Grading Officer for resolution.
9. Former International riders will normally be issued with an A1 licence. However on representation to the National Grading Officer he may be re-graded as A2 or A3.

CHAPTER T4 - GEAR, DISTANCE AND COMPETITION LIMITS

ARTICLE 1 - YOUTH

- Youth riders will be subject to the following rules as detailed in Table 1 below, with the exception of Irish Championships and Stage Races.

TABLE 1

YOUTH COMPETITION:			
	16 / 15	14 / 13	12 / 11
Gear	6.94m *	6.54m *	6.14m*
How Often	4 days per week 3 consecutive	3 days per week 3 consecutive	3 days per week 3 consecutive
Hill Climb	2km	1km	1km
Time Trial	40km	16km	8km
Cyclo Cross	10km	5km	2km
Mountain Bike	1 hour	6km	2km - 1 day
ROAD:			
Max. Ave. Stage Dist	45km	20km	7.5km
Uncontrolled R.R.	60km	25km	10km
Uncontrolled Criterium	40km	25km	10km
Restriction		Max 3 races/day	Max 3 races/day
TRACK:			
St. Start Sprint	500m	250m	100m
Flying Start T.T.	750m	500m	250m
Individual Pursuit	4 laps	3 laps	2 laps
Team Pursuit	6 laps	4 laps	2 laps
Distance Race	10km	5km	1km
Restriction	Max 3 races/day 30 min. intervals between races.	Max 3 races/day 1-hour interval between races.	Max 3 races/day 1-hour interval between races.
Stage Race	See Separate Regulations		
Irish Championships	See Separate Regulations		

*It is recommended that the gear rollouts as indicated above should be obtained as follows,
 6.94m = 16 sprocket x 52 chain wheel
 6.54m = 16 sprocket x 49 chain wheel
 6.14m = 16 sprocket x 46 chain wheel

Notwithstanding the above, riders selected onto a Cycling Ireland Youth Squad must comply with the minimum sprocket and maximum chain wheel sizes as indicated above.

- An unplaced 11, 13 and 15 rider's prize may be offered in all youth racing.
- In Youth Time Trail events specialist low profile bicycles, time trial bars or fixed wheel bicycles are not permitted. Bicycles used in time trail events must be as per road race regulations.

4. Irish Youth Championship Series

- (a) The series will be held over a single weekend and will consist of:
Irish Youth Road Race Championships;
Irish Youth Criterium Championships;
Irish Youth Time Trial Championships .
- (b) The Irish Youth Championship Series will be conducted in respect of each year within the unrestricted licence bands i.e. 11,12,13,14,15 and 16 years of age.
- (c) The races will be conducted in accordance with the regulations hereunder in respect of each discipline.
- (d) A set of three team medals will be awarded to the overall winning team in each age group subject to three or more teams entering each age group in accordance with rule T10.12.
- (e) The Irish Youth Championship Series team winners will be the team with the lowest number of points at the conclusion of all three races based on their three riders with the lowest overall points total. Points will be allocated as 1 for first place, 2 for second place etc in respect of all finishers in each race.
- (f) Only those riders who finish all three races will be eligible for inclusion in the overall team.
- (g) In the event of a tie in the team competition the following criteria will be used to break the tie,
 - 1) Team members with the greatest number of first places over the three races,
 - 2) Team members with the greatest number of second places over the three races etc,
 - 3) The lowest points total of the three counting riders in the road race
 - 4) If there is still a tie after the above then the team with the highest individual finisher in the road race will be declared the winners.

5. Irish Youth Road Race Championship

- (a) Irish Youth Road Race Championships in respect of each youth year as described in rule T4.A1.4(b) above, may be held each year as part of the Irish Youth Championship Series.
- (b) Gear restrictions and maximum distances will be as described in Table 1 above.
- (c) Medals will be awarded to the first three riders in accordance with rule T10.12.

6. Irish Youth Criterium Championship

- (a) Irish Youth Criterium Championships in respect of each youth year as described in rule T4.A1.4 (b) above, may be held each year as part of the Irish Youth Championship Series.
- (b) Gear restrictions and maximum distances will be as described in Table 1 above.
- (c) Medals will be awarded to the first three riders in accordance with rule T10.12.
- (d) The circuit should be between 2.5 and 3.5kms.
- (e) In a Criterium a competitor suffering an acceptable mishap i.e. puncture, crash or breakage of a part of his bicycle will be granted a lap out with the exception of the last 3 laps. There will only be one such lap out permitted.
- (f) An official pit or pits must be established at which scrutinised machines and wheels will be made available and where a lap out may be claimed in respect of rule T4.A1.6 (e) above, at the discretion of the Pit Commissaire.
- (g) Competitors granted a lap out, should rejoin the field in the same position, but at the rear of the group in which they were, prior to the mishap.
- (h) If a group, defined as the breakaway group, laps the main field they shall be given a clear passage, and no rider within the main field shall take advantage of such an incident.
- (i) If a group, defined as the breakaway group, catches riders who have been dropped by the main field, then such dropped riders may take advantage of the situation until they regain the main field.
- (j) All riders will finish on the same lap as the winner.

7. Irish Youth Time Trial Championship

- (a) Irish Youth Time Trial Championships in respect of each youth year as described in rule T4.A1.4(b) above, may be held each year as part of the Irish Youth Championship Series.
- (b) Gear restrictions and maximum distances will be as described in Table 1 above.
- (c) Medals will be awarded to the first 3 finishers in accordance with rule T10.12.
- (d) The course may be on a circuit, out and home or straight away.
- (e) To facilitate their start all competitors will be held by a person appointed by the organiser whose purpose will be to help the rider maintain balance. He shall neither push nor restrain him.
- (f) A competitor's time will commence from the start time allocated to him. However in the event of a rider reporting to the timekeeper after his start time, and where the timekeeper considers that, to start him immediately could possibly interfere with the starting of other riders, then the time

between him reporting to the timekeeper and being started may be deducted from his gross finishing time.

- (g) Riders will ride alone and unassisted. When overtaking another competitor they will do so as widely as possible (not less than 2 metres) and the overtaken rider will drop back until the other rider is 25 metres ahead. Riding side by side for a distance greater than 1 km constitutes pacing. Infringement of this rule will lead to the disqualification of the competitor(s).
- (h) Where following vehicles are permitted the driver must hold a licence issued by a federation affiliated to the UCI. They shall carry a neutral observer and maintain a distance of at least 10 metres behind the rider.
- (i) The following vehicle may carry equipment necessary for changing wheels or bicycles.
- (j) No equipment for riders may be prepared or held outside the following vehicle nor will persons riding in the vehicle, excessively reach out or sit on the windowsill, while the vehicle is in motion. Breakdown service must only be given with both the rider and vehicle stationary.
- (k) In the event of a rider being caught by another rider then the following vehicle may only pass the caught rider when the gap between the two riders is 50 metres.
- (l) In the event of a rider with a following vehicle being caught by another rider with a following vehicle, then until such times as the gap between the two riders is 50 metres the vehicle of the faster rider will have precedence.
- (m) Restarts will not be permitted under any circumstances.

8. Irish Youth Cyclo Cross Championship

- (a) One Irish Youth Cyclo Cross Championship may be held each year and will be open to all youth riders. Gear restrictions as detailed in Table 1 above will apply.
- (b) Medals will be awarded to the first three riders and the winning team of three riders based on points.
- (c) In the event of a tie in the team competition the winners will be the team with the first three riders to finish.

9. Irish Youth Track Championships

The Irish Youth Track Championships may be held each year in respect of each Youth Category for the Sprint, Time Trial & Distance races. The distance of such races will be in accordance with Table 1 Track, above.

10. Controlled Stage Race

- (a) Controlled Stage Races for 11, 12, 13, 14 categories may take place up to a maximum of 11 days, however a rest day will be introduced if the race is to last for more than 5 days.
- (b) Daily place-to-place distances will be up to a maximum of 40kms and senior riders will control the pace. A 30-minute rest stop will be taken at mid distance if the overall distance is greater than 25kms.
- (c) Skills, sprints, mini-sprints, maxi-sprints, track and cyclo cross may take place during the course of the controlled stage race.
- (d) For all such races application will be made to Cycling Ireland for approval with full details of duration, distance, intermediate races etc.

11. Youth Stage Races

- (a) Youth stage races may take place up to a maximum of 4 days and may be run on a timed or points basis.
- (b) All road stages excluding a split stage will be limited in distance to that as specified in Table 1 Uncontrolled Road Race.
- (c) The two half stages of a split stage will be limited in total distance to that as specified in (b) above.
- (d) The interval between the split stages will be a minimum of 3 hours.
- (e) The daily average distance may not exceed that as specified in Table 1 above.

12. In scratch races Youth riders may only compete with their own age group, save that youth and first year Junior girls may compete in a grade lower than that as shown on their licences, if they elect to do so, but will be subject to the gear restrictions of the lower grade.

ARTICLE 2 - JUNIORS

1. Junior riders shall be restricted to a maximum gear roll out of 7.93 meters being the distance travelled by one crank revolution.
2. Junior riders on reaching Senior grade will not be graded as an A+ or A1. Youth riders on reaching Junior grade will be graded as A3 and will remain A3 throughout their junior career.
3. One stage race limited to Juniors, of a maximum duration of 6 days may be promoted in any year providing there is not more than one split stage.
4. A time trial forming part of a split stage will be limited to 8 kms.

ARTICLE 3 - YOUTHS AND JUNIORS GENERAL

1. With the exception of National Championships Veterans and Women of 2nd year junior age or over, may be allowed to take part in Youth (16) races but will not be subject to the maximum gear limit for the grade with which they race.
2. All prize winners and other riders designated must present their bicycles for a gear check at the facilities provided by the organiser immediately following the race or at any other location so designated.
3. The gear measured will be the highest obtainable on the machine.
4. Failure to appear or the bike being over geared for the age category will lead to a penalty being applied which will normally be disqualification (in a road race) or relegation (in a stage race).
5. In any dispute relative to rule T4.A3.4 above, the Chief Commissaries decision is final.
6. With written permission of the appropriate Development Coach, youth and junior development squad riders may be allowed to compete in higher classification events. This written permission must be presented to the race Commissaire prior to the start of the event if requested. These riders will still be subject to their appropriate gear restriction.
7. The C.I. Code of Conduct and Safeguarding Procedures for Young and Vulnerable Adults must be rigorously adhered to.
8. In all road races open to Youth and Junior riders, provision must be made to ensure that a vehicle is available in order to transfer any rider unable to continue in the race for whatever reason, to the finish line.

CHAPTER T5 - PRE-RACE

ARTICLE 1 - ENTRIES

1. All those who compete in any of the races authorised by Cycling Ireland and organised under Cycling Ireland rules do so at their own risk, whether or not they are Cycling Ireland members, and no liability shall attach to Cycling Ireland or any of its officials with respect to any loss or injury sustained or caused by anyone competing in these races.
2. An entrant to any race authorised by Cycling Ireland and organised under Cycling Ireland rules shall be deemed to be competing under these rules from the beginning of Sign-On to the end of the race formalities on the day of the race.
3. Where entry forms, programs or items of a similar nature advertising a race is produced, they will include the statement "Under Cycling Ireland Rules".
4. Where entry forms are issued they will give details of the course to be used, time and place of start, dressing rooms, entry fee, closing date for entries, address of promoter and any other details the race organiser may wish to include.
5. Pre-entry on entry forms is mandatory for all for Irish Championships. When the number of pre-entries received does not meet the minimum requirement as indicated in chapter T10 the championship may not be held without the prior approval of the Board.
6. In the case of an excessive number of entries on the day of the race, priority will be given to those whose entry and fee is received prior to the closing date.
7. The onus is on the competitor to obtain entry forms.
8. After having entered a race a rider may not withdraw and compete in another race on the same day, except with the written consent of the promoter of the race first entered by the rider.
9. Any rider who enters a race while under suspension will be liable to additional penalties.
10. If more than 100 riders enter for a race the organiser may, at his discretion, divide the field into two races with equal prize funds.
11. Race Organisers have the right to accept or refuse entries for their event.

ARTICLE 2 - COSTUMES AND IDENTIFICATION

1. All riders shall when racing, wear a jersey with sleeves and a pair of shorts, possibly in the form of a one piece. By shorts it is understood that these come above the knees. Jerseys without sleeves shall be forbidden. It is also forbidden to wear non-essential items of clothing other than where weather conditions make them appropriate for the safety or health and safety of the rider.
2. Wearing of rigid safety headgear shall be mandatory in all Cycling Ireland approved cycling events and during training sessions on track, downhill and bmx. Also for pre event warm up for mountain bike and cyclo cross.
3. Riders belonging to a Cycling Ireland affiliated club must when competing in an open road race or time trial authorised by Cycling Ireland and organised under Cycling Ireland rules, wear the registered jersey of their affiliated club. In races where a one piece suit is normally worn and a club one piece suit is not available then the rider, with the commissaires agreement, may wear a plain one piece suit.
4. In competitive races where registered club clothing is not mandatory then, with the exception of clothing as referred to in rule T5.A2.5 below, such clothing should not carry any advertising other than the manufacturers logo.
5. Where a rider is competing as a member of a representative or composite team or is entitled to wear a classification leaders jersey or a champions jersey then the conditions as laid down under rule T5.A2.3 above should not apply.
6. For un-attached riders or these riders competing under a Cycling Ireland one-day licence then the conditions as laid down under rule T5.A2.4 above shall apply.
7. Advertising on Club or Provincial clothing is permitted as follows: Jersey: The name, firm or brand name of the sponsor or sponsors may be shown freely on the jersey and must be declared to Cycling Ireland. The jersey may carry other advertising, even different depending on the races and countries, with no limit as to the number of different forms. Shorts: Advertising on the shorts must be contained within a 9cm wide lateral strip.
8. The wearing of numbers is mandatory in all Cycling Ireland competitive races. However in open time trials or time trials within a stage race one back or shoulder number may be used.
9. Riders shall ensure that the number panel is visible and legible at all times. The number panel shall be well fixed and may not be folded or altered in any way.
10. Numbers where supplied by the race organiser shall generally be black characters on a white background with the following dimensions.

SIZE OF NUMBER	18 cms (H) x 16 cms (W)
CHARACTERS	10 cms with line thickness 1.5 cm
ADVERTISING	maximum height of 6 cms on lower part of number

11. In the case of a lost or disfigured number or licence, a replacement will be issued upon request from Cycling Ireland, subject to the payment of the appropriate replacement fee.
12. A rider retiring from a race for any reason will remove his numbers. Every rider wearing his number will be considered as being still in the race whether or not he was the victim of an accident or delayed to a greater or lesser extent. A rider not wearing his number will be regarded as no longer in the race and will not interfere in any way with the other riders.
13. Inscriptions on clothing will not be made illegible, covered or defaced in any way from the start of a race until the rider changes following any lap of honour, presentation or interview immediately after the race.
14. Rain capes if worn must be transparent or in the design and layout of the registered jersey and must not obscure the riders numbers.

ARTICLE 3 - START OF A RACE

1. The start and finish of a road race will be situated where it will minimise inconvenience to other road users. The organiser will notify the police of the race at least one month in advance or in accordance with the appropriate legal requirements, and must ensure that Cycling Irelands Safety Code is adhered to.
2. A control point shall be provided at both start and finish to allow the formalities to be completed. It shall be located where it will cause the minimum amount of obstruction.
3. A signing on sheet, which must contain the Cycling Ireland approved waiver declaration, will be available at the start control point and must be signed by each competitor prior to him being allowed to take the start.
4. The Chief Commissaire/ Race Organiser will decide on whether service vehicles will be permitted and the maximum number of such vehicles.
5. These persons who wish to provide service to a team/rider by driving in the race cavalcade must hold a current licence issued by a UCI affiliated National Governing Body, which must be produced on demand to the Chief Commissaire. Such persons will be required to sign on in accordance with rule T5.A3.3 above.
6. A maximum of one service vehicle per club/team will be permitted in the race cavalcade.
7. With the following exceptions the order of service vehicles will be decided by the drawing of lots at a time and place as laid down by the Chief Commissaire. Only those persons as designated under rule T5.A3.5 above, and in attendance at the appropriate time and place will be eligible to participate in the draw.

Position 1 in the cavalcade will be automatically allocated to: -

- (a) Service vehicle in respect of the defending champion, in either Provincial or County championship.
- (b) Service vehicle in respect of promoting club.

In the case of point (a) above, the promoting club will then be allocated position 2 in the cavalcade. In respect of National Road Race Championships see rule T10.A1.32 below.

- .8. The organiser will make known in advance the route to follow and of the location of the finish. Riders will follow exactly the course laid down under pain of being disqualified. Objections/claims from riders who have gone off course will only be successful if it is proven that the responsibility for the error rests with the race organiser, steward provided by him or police. In this case the organiser will be obliged to consider the riders who went off course as being in a separate race and will provide prizes for them.
9. No rider will unnecessarily delay the start of a race. However at the discretion of the Chief Commissaire a brief delay may be permitted to enable a minor repair etc to be executed.
10. All competitors in a race shall be started in the same manner. This may be with one foot on the ground, with holders or by rolling start. Where holders are used they shall not push but only hold the rider to maintain his balance.
11. A decision to neutralise a race will normally be taken by a Commissaire in consultation with a representative of the race organisation. If appropriate the police may also be consulted. This decision may only be taken where the incident giving rise to the neutralisation is outside the organisers control.
12. A road race may be started as follows: -
 - (a) Standing start from the start line
 - (b) Neutralised section followed by a rolling start
 - (c) Neutralised section to a remote start line
13. The neutralised section must not be greater than 10 km. A rider having a mechanical mishap in the neutralised section should be allowed to regain the field before the start is given.
14. Care must be taken with toilet needs in the interest of public decency. Competitors or other licence holders will be penalised for any indiscreet action.

CHAPTER T6 - BEHAVIOUR OF PARTICIPANTS IN A CYCLE RACE

1. The fact that an offence is not intended is not an acceptable excuse.
2. A rider will not engage in any action for the purpose of obstructing another rider such as pushing or pulling by the jersey or saddle. These examples are not definitive.
3. No rider will cut across the line of another rider without sufficient lead to avoid the risk of a fall.
4. A dismounted rider may finish a race pushing, pulling or carrying his machine but without assistance.
5. Riders riding dangerously will be liable to sanction, as will any rider who makes any gesture with the hands during a group finish in circumstances likely to create a danger.
6. Riders shall be strictly forbidden to deviate from the line selected when starting to sprint if in doing so it endangers the other rider(s).
7. In scratch races riders who are lapped may help one another as permitted under rule T7.A1.11 but must not give pace to those who have lapped them, or interfere in any intermediate or final sprint, unless permitted by the special race rules for the race. Competitors who fail to act within this rule will be instructed by the Commissaire to withdraw from the race.
8. No competitor shall benefit from his misconduct, nor shall any team benefit from the misconduct of one or any of its members or support personnel.
9. Members of Cycling Ireland whilst engaged in a cycle race in any capacity shall refrain from any acts of violence, threats, insults or other improper behaviour including the use of foul or abusive language or from putting other persons in danger. They must not by word, gesture, writing or otherwise question the honour of other members, officials, sponsors, federations, the UCI or cycling in general. The right of criticism shall be exercised in a reasonable manner and with moderation.
10. The Commissaire may withdraw any competitor who is physically inadequate or inexperienced and who presents a danger to other competitors or to himself.
11. Competitors must not warm up on the course, if by so doing they may interfere with other races. Competitors failing to adhere to this regulation may after a first warning by the Commissaire, be withdrawn from their race.
12. Competitors must not accept pace or tow from any non-competitor in a race either motorised or otherwise.
13. Participants must at all times conform to all traffic regulations in force relative to the course on which the race is held.

CHAPTER T7 - ROAD RACING

ARTICLE 1 – SINGLE DAY RACES

1. A road-racing course shall be a circuit covered one or more times, place to place, or a combination of these. It shall generally be left handed and not cross itself within ten kilometres.
2. First aid personnel are mandatory for all open road races and Cycling Ireland Safety Code must be adhered to.
3. Stewards will indicate the direction to be followed but no action by them is to be interpreted as implying that it is safe for the rider to proceed. Each competitor will make his own judgment regarding the safety of any manoeuvre.
4. Competitors must not use glass containers during a race.
5. The organiser may at his discretion establish a static feed zone and such a zone must be advised to competitors and helpers prior to the start of the race.
6. Notwithstanding rule T7.A1.5 above feeding is generally permitted from a following vehicle after 50 kms and up to 20 kms from the finish of the race. However this may be extended by the Commissaire, if conditions merit such a change.
7. Save for a group of 15 riders or less feeding must take place behind the following commissaries vehicle.
8. In a group of 15 or less riders, then feeding may generally take place alongside the rider.
9. Feeding as defined in rules T7.A1.5, T7.A1.6 and T7.A1.7 above, must not take place on an ascent or descent, nor within 1 km of a prime.
10. In the interests of safety of both riders and public, all items discarded by riders and in feed zones must be into the road verge and due precaution must be exercised at all times.
11. Except where otherwise prohibited, competitors may exchange food, drink, spanners or accessories between themselves. However the exchange of tubular tyres, wheels and bicycles, and the waiting for a rider, who has been dropped for whatever reason, shall be confined to members of the same team.
12. Wheels and bicycles will only be handed up by helpers on foot and this will only take place at the rear of the groups. Whilst receiving such assistance the rider will remain stationary.
13. The pushing of one rider by another is forbidden.
14. Team (service) vehicles must not exceed 1.6m in height. However at the commissaries discretion, he may permit a vehicle in excess of this height, to take up position at the rear of the official race cavalcade.
15. With the permission of the Commissaire, team (service) vehicles may be allowed to proceed to a breakaway group when it has achieved a nominal one-minute gap, back to the next group, but such action is entirely at the Commissaire's discretion.
16. No equipment for riders may be prepared or held outside a service vehicle, nor will persons riding in the vehicle, excessively reach out or sit on the window sill whilst the vehicle is in motion.
17. Depending on the route and possible interference with other traffic, the Commissaire will have the power to restrict the number of following team vehicles. He will have the power to instruct specific vehicles to act as neutral vehicles, in consultation with the race organiser, where possible and with the agreement of the vehicle driver.

- 18.
- (a) It shall be strictly forbidden to cross level crossings when the barrier is down. Apart from risking the penalty for such an offence as provided by law, offending riders shall be disqualified from the race by the Commissaire.
 - (b) The following rules shall apply:-
 - (1) Where one or more riders who have broken away from the bunch are held up at a level crossing but where the gates are open before the field catches up, no action shall be taken and the closed level crossing shall be considered a mere passing incident.
 - (2) Where one or more riders with more than 30 seconds, advance on the field are held up at a level crossing and the rest of the field catches up while the gates are still closed, the race shall be neutralised and re-started with the same gaps, once the official vehicles preceding the race have passed.
 - (3) If one or more riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed level crossing shall be considered a passing incident.
 - (4) Any other exceptional situation (prolonged closure of the barrier, etc.) shall be resolved by the Commissaries on the ground.
19. All directional markings placed on public roads shall be temporary in nature. Every effort should be made by promoting clubs to remove such markings as soon as the race is over.
20. The maximum distance for one-day races shall be as follows: -
- | | |
|--------------|--------|
| Junior Men | 140kms |
| Senior Men | 200kms |
| Junior Women | 80kms |
| Elite Women | 140kms |
| A4 Riders | 80kms |
21. Mandatory sign on will close a minimum of 10 minutes prior to the start of all road races.
22. In the event of a team prize, it shall be awarded to the team with the lowest sum of the riders placings of its 3 best placed riders who comply with rule T5.A2.3 above. In the event of a tie the winners will be the team with the first three riders home and if this can not be established the decider will be the team with the highest placed finisher.

ARTICLE 2 - CRITERIUMS

1. A race on a circuit of less than 3kms will be deemed to be a Criterium.
2. A Criterium may be over a set number of laps or time. If on time it is recommended that by at least mid-way in time, the number of laps remaining to complete the race should be calculated and advised to the competitors. This can be advised by lapboard or announcement.
3. In a Criterium a competitor suffering an acceptable mishap i.e. puncture, crash or breakage of a part of his bicycle will be granted a lap out with the exception of the last 5 laps. There will only be one such lap out permitted unless provided for under special race regulations for the race.
4. An official pit or pits must be established at which scrutinised machines and wheels will be made available and where a lap out may be claimed in respect of rule T7.A2.3 above, at the discretion of the Pit Commissaire.
5. Competitors granted a lap out, should rejoin the field in the same position, but at the rear of the group in which they were, prior to the mishap.
6. If a group, defined as the breakaway group, laps the main field they shall be given a clear passage, and no rider within the main field shall take advantage of such an incident.
7. If a group, defined as the breakaway group, catches riders who have been dropped by the main field, then such dropped riders must not take advantage of the situation to regain the main field.
8. The Chief Commissaire has the right to remove lapped riders whom he deems to be out of contention.
9. Primes may be made available during the race and the allocation of such primes will be at the organisations discretion.
10. All riders will finish on the same lap as the winner.
11. First aid personnel are mandatory for Criterium races and Cycling Ireland Safety Code must be adhered to.

ARTICLE 3 - STAGE RACES

1. Regulations for stage races should be modelled on the draft UCI stage race regulations, available from Cycling Ireland. In addition to which any special regulations in respect of any stage race must be submitted to Cycling Ireland for prior approval, and made available to all competitors prior to the start of the race.
2. Stage races shall be run over a minimum of 2 days. If there is more than one race in a day then such races will be deemed to be half-stages. There may not be more than two half-stages in any day of racing. The individual winner shall be the rider with the lowest cumulative time.
3. Road races, time trials or criteriums may be included as stages and unless otherwise stipulated they will be governed by the rules relating to these races.
4. A prologue may be included in a stage race on condition that:
 - (a) It does not exceed 8 kms;
 - (b) It is run as a time trial with one-minute intervals;
 - (c) It counts towards the general individual classification;
 - (d) Any rider who suffers a mishap during the prologue and is unable to complete the distance shall be permitted to ride stage 1 and be credited with the lowest recorded time in the prologue.
 - (e) No other stage may be held on the same day as the prologue;
 - (f) The prologue shall count as a race day.
5. With the exception of a time trial stage/prologue stage all competitors must sign the control sheet at least 10 mins prior to the stage start.
6. The finishing deadline shall be set in the specific regulations for each stage in accordance with the characteristics of the stage.
7. The timekeepers will attribute the same time to all riders passing in a group at the finish. However where the opportunity offers and there is an appreciable gap between the back wheel of one rider and the front wheel of another rider of at least one second, then separate times will be given by the timekeeper to each rider of each defined group, and all riders in the defined group will have the same time allocated.
8. Riders who suffer a duly noted mishap within the last kilometre will be awarded the time of the group they were with when the mishap occurred, and they will be given the position in which they subsequently cross the finish line. Failure to cross the finish line will result in the rider being placed last on the stage. These provisions will not apply in TT stages, nor where the road stage finishes at the top of a climb, such stages shall be defined in the race regulations.
9. In criterium stages and road stages finishing on a circuit all competitors will finish in the same lap as the winner. Each lapped competitor will be given a time penalty equal to their average lap time multiplied by the number of laps lost.
10. In time trials a rider who suffers a mishap and does not finish may be given the time of the slowest finisher.
11. Time bonuses may be given for each stage in these races. The maximum number of such bonuses shall be:
 - (a) half stages: 2 sprints including the finish
 - (b) stages: 4 sprints including the finish

Bonuses awarded shall be as follows:

Intermediate Sprint:	3" - 2" - 1"
Finish:	(a) half stage: 6" - 4" - 2"
	(b) stage: 10" - 6" - 4"

No bonuses will be awarded during stages without a bonus also being awarded at the finish. However bonuses can be awarded at the finish without bonuses during the stage. In any case, such bonuses shall be shown only in the General Classification. No bonuses shall be awarded for Individual and Team Time Trial races.

12. All times shall be calculated by rounding down to the nearest second.
13. The starting order of a prologue stage or when the first stage is a time trial, shall be drawn up by the race organiser in conjunction with the Chief Commissaire. Otherwise the starting order shall be the reverse of the individual general classification adjusted, where possible, in order that riders of the same team do not start consecutively.
14. The starting order of team time-trials stages shall be the reverse order of the general team classification. Where this does not exist, the starting order shall be determined by drawing lots. The classification of these stages shall count towards the general individual classification and the team classification. The race regulations shall determine how times are to be recorded, including those of dropped riders.
15. The Commissaire's decisions shall be given to the race organiser who will distribute them to the competitors, managers and press.
16. Stage results and classifications shall be made available not later than one hour before the start of the next stage.
17. The organiser may provide leaders jerseys in respect of each classification, which must be worn following the prologue or first stage, or in respect of a mountains classification on the stage following the first such prime.
18. In the event of a time trial stage then unless the organiser provides a leaders classification one piece suit, the rider is not obliged to wear the classification jersey unless the special race regulations make the wearing of the classification jersey mandatory.
19. The order of priority of the leaders jerseys is as follows:-
 - (a) General Classification by time;
 - (b) General Classification by points;
 - (c) Climbers Classification;
 - (d) Other Classification Jerseys i.e. Stage Jersey
20. The organiser may request where one rider leads more than one classification that the next person is awarded the classification jersey in order of the above priority.
21. Stage distances are as defined in the following table: -

	MAX	AVE	IND T.T.*
Junior Men	120 kms	100 kms	40 kms
Senior Men	240 kms	180 kms	60 kms
Junior Women	80 kms	60 kms	15 kms
Elite Women	130 kms	100 kms	40 kms

* Where the individual time trial is run as a half stage then these distances must be reduced by 50%.

The distance of the prologue is not taken into account for calculating the average daily distance.

22. The numbers of half stages is limited as follows without taking account of the prologue.

Races under 6 racing days	2 half stages
Races of 6 racing days or more	4 half stages

23. Stages may finish on a circuit on the following conditions:

The circuit will be at least 3km in length.

The maximum number of laps of the circuit shall be:

- 3 for circuits of 3 to 5km in length
- 5 for circuits of 5 to 8km in length
- 8 for circuits of 8 to 12km in length

- (a) The times shall always be taken on the finishing line.
- (b) Where the finish takes place on a circuit, riders will not help one another unless they have covered the same distance.
- (c) The Commissaires shall take all the measures necessary to ensure the proper conduct of the race especially if the race situation changes after it enters the circuit.

24. During the first stage the order of Team Vehicles shall be determined according to the position of the first rider of each team in the general individual classification by time at the end of the prologue or where no such classification exists by drawing lots. For the following stages the driving order shall be determined according to the position of the first rider of each team in the general individual classification by time.

ARTICLE 3A - GENERAL INDIVIDUAL CLASSIFICATION

1. The times as recorded by the timekeeper in each stage shall be entered on the general individual classification, account being taken of bonuses and penalties.
2. The rider with the lowest overall time will lead the classification.
3. When two or more riders make the same time in rule T7.A3A.2 above then the following criteria will be applied in order until the riders are separated.
 - (a) Fractions of a second as recorded in the individual time trial stages, including the prologue shall be added back into the total time.
 - (b) Sum of places obtained in each stage.
 - (c) Place obtained in the last stage ridden.

ARTICLE 3B - POINTS CLASSIFICATION

1. Points may be awarded at the finish of each stage and at intermediate places throughout the stage at the organisers' discretion.
2. The rider with the highest total of points will lead the classification.
3. Where two or more riders have the same points total then the following criteria shall be applied in order until the riders are separated.
 - (a) Number of stage wins.
 - (b) Number of wins in intermediate sprints counting for the points classification.
 - (c) General individual classification by time.

ARTICLE 3C - MOUNTAINS CLASSIFICATION

1. Points may be awarded at the summit of climbs as categorised by the organiser.
2. The rider with the highest total of points will lead the classification.
3. Where two or more riders have the same points total then the following criteria shall be applied in order until the riders are separated.
 - (a) Number of first places in the highest category climbs.
 - (b) Number of first places in climbs on the next lowest category and so on
 - (c) General individual classification by time.

ARTICLE 3D - TEAM STAGE CLASSIFICATION

1. The team classification for the stage shall be calculated on the basis of the sum of the 3 lowest individual times from each team.
2. Where two or more teams have the same time then the following criteria shall be applied in order until the teams are separated.
 - (a) The sum of the places acquired by the three best placed riders in the stage.
 - (b) The placing of their best rider on the stage.

ARTICLE 3E - TEAM GENERAL CLASSIFICATION

1. The team general classification shall be calculated on the sum of the team stage times as defined in ruleT7.A3D.1 above in respect of each stage ridden.
2. Where two or more teams have the same time then the following criteria shall be applied in order until the teams are separated.
 - (a) Number of first places in the daily team classification.
 - (b) Number of second places in the daily team classification.
 - (c) The placing of their best individual rider in the General Individual Classification by time.

ARTICLE 4 - INDIVIDUAL TIME TRIALS

1. Time trial courses may be on a circuit or on an out and home course. However in these races over a set (record) distance then the start and finish must be within 1 kilometre of each other or on a CTT approved course. The finish should be indicated by a chequered flag or other such definable means.
2. Courses over a set (record) distance shall be measured from start to finish in the direction in which it will be ridden and along a line approximately 600mm from the nearside kerb or edge. In the event of a roundabout then the measurement will be taken in the line the rider would normally take to comply with the Highway Code or Rules of the Road.
3. In open time trials it is compulsory for competitors to display a race number. This may either be supplied by the organisation, or their Cycling Ireland number.
4. A control sheet must be provided, and all competitors are required to sign this sheet before they will be permitted to start.
5. Starting order may be by random selection, number order, sign on order or seeded with the fastest rider last. Gaps between riders will be one minute.
6. To facilitate their start all competitors will be held by a person appointed by the organiser whose purpose will be to help the rider maintain balance. He shall straddle the rear wheel and support the rider by holding the rear of the saddle. He shall neither push nor restrain him.
7. A competitor's time will commence from the start time allocated to him. However in the event of a rider reporting to the timekeeper after his start time, and where the timekeeper considers that, to start him immediately could possibly interfere with the starting of other riders, then the time between him reporting to the timekeeper and being started may be deducted from his gross finishing time.
8. Food and drink may only be handed up by persons on foot.
9. Riders will ride alone and unassisted. When overtaking another competitor they will do so as widely as possible (not less than 2 metres) and the overtaken rider will drop back until the other rider is 25 metres ahead. Riding side by side for a distance greater than 1 km constitutes pacing. Infringement of this rule will lead to the disqualification of the competitor(s).
10. Where a time trial is part of a stage race then a competitor who infringes rule T7.A4.9 above will be liable for a time penalty in accordance with the table in Appendix AT.5.
11. Where following vehicles are permitted the driver must hold a licence issued by a federation affiliated to the UCI. They shall carry a neutral observer and maintain a distance of at least 10 metres behind the rider.
12. The following vehicle may carry equipment necessary for changing wheels or bicycles.
13. No equipment for riders may be prepared or held outside the following vehicle nor will persons riding in the vehicle, excessively reach out or sit on the windowsill, while the vehicle is in motion. Breakdown service must only be given with both the rider and vehicle stationary.
14. In the event of a rider being caught by another rider then the following vehicle may only pass the caught rider when the gap between the two riders is 50 metres.
15. In the event of a rider with a following vehicle being caught by another rider with a following vehicle, then until such times as the gap between the two riders is 50 metres the vehicle of the faster rider will have precedence.
16. Restarts will not be permitted under any circumstances.
17. In a hill climb time trial competitors must not cover any portion of the climb on foot nor be accompanied by persons on foot.
18. Finishing times will be taken to the nearest 1/10 of a second at least.

19. The organiser will appoint turn steward(s) who shall remain in position at the designated turn(s) until such times as all riders have passed and shall record the time that each rider passes him.
20. Megaphones or loud hailer(s) may be used.
21. In the event of a team prize it shall be awarded to the team with the lowest cumulative time and who comply with T5.A2.3. In the event of a tie the winning team will be the team with the lowest points score based on finishing positions.

ARTICLE 5 - TEAM TIME TRIALS

1. Team time trials will be run in accordance with the rules relating to individual time trials with the following addendums.
2. Teams may consist of 2 or more members. No team shall have more than the number specified by the organiser nor less than that required to give a finishing time as detailed in rule T7.A5.3 below.
3. Where teams consist of 2 or 3 members the team time shall be that of the 2nd or 3rd finisher respectively. Whilst for a 4-man team the team time shall be that of the 3rd finisher.
4. Where teams consist of more than 4 members then the organiser will indicate in his race regulations which finisher the team time will be taken on.
5. Composite teams may be permitted.
6. Items of food and drink and machines or parts thereof may be exchanged between members of the same team.
7. Pushing is not permitted, even among members of the same team. Where a team or member(s) of a team are found guilty of such offence the team will be liable to disqualification.
8. A competitor dropped by his team may not assist them on the return or any following lap unless he has made up lost ground. Where a team or member(s) of a team are found guilty of such offence the team will be liable to disqualification.
9. A rider that has been dropped by his team may neither join another team nor receive or provide assistance to anyone other than his own team members.

CHAPTER T8 - TRACK

ARTICLE 1 - CONDUCT OF RIDERS

1. Riders shall refrain from any collusion, manoeuvre or movement likely to hinder the conduct or distort the result of the race.
2. Other than when prevented by circumstances beyond their control, all riders qualifying for repechage or the following round of the competition must participate or else they will be disqualified.
3. Riders may carry no object on them, or on their bicycles, that could drop onto the track. They may not wear, or use on the track, any radio communication system.
4. A rider may not have the race stopped because of some irregularity of which he considers himself the victim.
5. Unless otherwise provided, any rider having fallen or left the track to dismount from his bicycle, may accept help in remounting. He shall resume the race at the point where he left the track.
6. Riders may not ride on the blue band unless done involuntarily.
7. Any offence not specifically penalised and any unsporting behaviour shall be punished by a warning or by disqualification from the race according to the gravity of the fault.

ARTICLE 2 - TIMEKEEPING

1. Times shall be taken to the hundredths of a second whenever the time determines the result.

ARTICLE 3 - START

1. The starter, located on the track centre, shall give the start by means of a pistol shot or other appropriate method.
2. Any rider holding up the start for reasons not accepted by the starter shall not be permitted to start.

ARTICLE 4 - STOPPAGE

1. The starter alone shall judge whether to stop the race in the case of a false start.
2. Stoppage of the race shall be indicated by a double pistol shot, or other appropriate means, except for the following races: kilometre and 500 metres time trial.

ARTICLE 5 - RECOGNISED MISHAP

1. The following shall be considered recognised mishaps:
 - a fall
 - a puncture
 - the breakage of an essential part of the bicycle.All other incidents are considered un-recognised mishaps.

ARTICLE 6 - CONTROL

1. All track races will be under the control of a Commissaire(s) and other appropriate officials.

ARTICLE 7 - 200 METRE TIME TRIAL

1. A 200 metres Time Trial shall take a flying start from the 200 metres line and shall be used to select the participants and rankings for the sprint competition.

2. Riders shall take the start in the order determined by the Commissaire(s).
3. The rider shall enter the track as soon as he has been passed by the previous rider who has triggered the timing device.
4. The rider shall build up speed over a distance depending on the length of the track:

250 metres track or smaller:	3.5 laps
285.714 metre tracks:	3.0 laps
333.33 metre track:	2.5 laps
400 metres track and longer:	2.0 laps.
5. In case of dead heat, riders concerned will be classified by drawing lots.
6. In the case of a mishap, the rider shall take a new start. Only one new start will be permitted.

ARTICLE 8 - SPRINT

1. The sprint is a race between 2 or more riders over a distance of 1 or 2 laps.
2. Heats may be based on the times recorded under Rule T8.A7.1, or on other defined criteria.
3. Should a rider drop out of a two-up heat, his opponent shall go to the starting line to be declared the winner. He need not cover the distance.
4. The starting position shall be determined by drawing lots. The rider drawing number 1 shall start on the inside of the track.
In two-heat races, the other rider shall take the position on the inside of the track in the second heat.
For the deciding round, a fresh draw shall take place.
5. The start shall be given by whistle.
6. The rider on the inside of the track, unless overtaken, shall lead until reaching the pursuit line on the opposite side of the track. A maximum of two standstills shall be permitted for each race. The maximum period for a standstill shall be 30 seconds following which, the leading rider shall be directed by the starter to continue. If he fails to do so, the starter shall stop the race and declare the other rider the winner of the heat. In a three or four-up race, the race shall be immediately re-run as a two or three-up race, without the relegated rider.
7. Before the last 200 metre line or the start of the final sprint, riders may avail themselves of the full width of the track but must nevertheless leave sufficient space for their opponent to pass and shall refrain from any manoeuvres that could provoke a collision, a fall or cause any rider to ride off the track.
8. During the final sprint, even if launched before the last 200 metres, each rider shall remain in his lane up to the finish, unless he has at least a clear cycle-length lead and shall not make any manoeuvre to prevent the opponent from passing.
9. A rider may not challenge or pass on the left an opponent riding in the sprinters' lane. If the leading rider leaves the sprinters' lane and his opponent attempts to pass to his left, he may not return to that lane unless he still has a clear cycle-length lead.
10. A rider passing on the right of his opponent, who is in the sprinters' lane, may not crowd him or cause him suddenly to reduce speed.
11. A rider starting the sprint outside the sprinters' lane may not drop into that lane if it is already occupied by his opponent unless there is a clear cycle-length lead.
12. Should the leading rider drop down below the measuring line he shall be relegated unless he does so involuntarily and unless, at that moment, the result may be considered a foregone conclusion.
13. If in a 3 or more up race a rider behaves in an irregular manner to favour another rider he shall be relegated. The race shall be immediately re-run without him.

14. The race may be stopped only:
- (a) in the case of a fall.
If the fall was intentionally caused by a competitor, that competitor shall be relegated or disqualified from the tournament according to the gravity of the fault committed and the other competitor declared the winner. In three or four-up heats, the race shall be immediately restarted with the remaining two or three riders.
Should the fall have been caused by a competitor riding too slowly in a curve or by any other unintentional fault, the race shall restart and the offending rider shall take the inside of the track.
If the fall is not caused by a competitor committing a fault, commissaires shall decide whether the race is to be restarted with the riders in the same order or whether the positions at the time of the fall should be considered final.
 - (b) in the case of a puncture.
 - (c) in the case of the breakage of an essential part of the bicycle.

In all of these three cases, the commissaires shall decide whether the race is to be restarted with the riders in the same order or whether the positions at the time of the incident should be considered final.

- (d) in the following cases:
 - (1) If a rider loses his balance, falls or touches an opponent or the barrier, the race shall be restarted and the rider in question shall take the inside of the track.
 - (2) If the starter observes a flagrant infringement and stops the race before the bell rings to indicate the start of the last lap, the commissaires may relegate or disqualify the rider committing the infringement. The other rider shall be declared the winner or in the case of a three or four-up race, it shall be restarted as a two or three-up race.

15. If the rider committing the infringement is not relegated or disqualified, the race shall be restarted and that rider shall take the inside of the track.

NOTE : For guidance in Rule T8.A8.2 above, reference should be made to the UCI Track Racing Rules 3.2.050

ARTICLE 9 - INDIVIDUAL PURSUIT

1. Two cyclists compete over a fixed distance. The riders start on opposite sides of the track. The winner is determined by either catching the other rider or recording the fastest time.
2. Races shall be run over:
 - 4 Km for Men
 - 3 Km for Women
 - 3 Km for Junior Men
 - 2 Km for Junior Women.

3. This race shall be organised in two series:

- (a) The qualifying rounds to select the best 4 riders on the basis of their times.
- (b) The finals

The riders with the two best times shall ride off in the final for first and second place, while the two others shall ride off in the final for third and fourth places.

4. For the qualifying rounds the commissaires shall make up each match from riders presumed to be of equal ability, but without matching the two presumed to be the best.
5. During the qualifying rounds account shall be taken solely of times. If a rider is caught he must finish the distance to have a time recorded. A caught rider may not take pace from his opponent, nor pass him, on pain of disqualification.
6. In a race between two of the four best riders (finals), if one rider catches the other the race is deemed to have finished.
7. A rider is considered to have been caught at the point that the chain set on his opponent's bicycle draws level with that on his own bicycle.

8. Should a rider fail to take the start of a final, his opponent is declared the winner.
A rider failing to start the final for first and second places shall be placed second, a rider failing to start the final for third and fourth places shall be placed fourth. If the reason for failing to ride is not accepted, the absent rider shall be disqualified and his place shall remain vacant.
9. In the event that riders record the same times to the closest thousandth of a second, the rider who records the best time for the final lap shall be declared the winner.
10. The blue band shall be made impassable round the bankings by the placing every 5 metres of 50 cm long pads of a synthetic material.
11. At the start the two riders shall be positioned at diametrically opposite points on the track.
12. A lap counter and a bell shall be set up at each rider's finish line.
13. On tracks whose size is such that the distance to be ridden does not comprise a complete number of laps, the point of the last kilometre ridden shall be marked by a red pennant for the rider who starts from the red disc and a green pennant for the rider starting from the green disc. The beginning of the final kilometre shall be marked by two red pennants and two green pennants respectively. In competitions for Junior Women the last 500 metres will be marked.
14. At the start each rider shall be held in an appropriate manner.
15. The start shall be taken on the inside edge of the track.
16. Riders starting point:
 - (a) for the qualifying rounds the commissaires shall determine the starting point for each rider.
 - (b) in the final, the rider who has in the qualifying round recorded the best time shall finish in front of the finishing straight.
17. The starter shall stop the race with a double pistol shot or other appropriate means in the event of a false start. The race will then be restarted. A rider who causes two false starts in the qualifying round shall be eliminated. A rider who causes two false starts during the finals, loses the final.
18. A pistol shot or other appropriate means shall mark the end of the race at the moment on which each rider crosses his finish line at full distance or, in the races covered by rule T8.A9.6 above, at the moment that one rider catches the other.
19. Qualifying rounds:
In the first half-lap, in the event of a mishap, the race is stopped and restarted immediately.
After the first half-lap the race shall not be stopped. A rider who is the victim of a mishap shall be permitted to ride again at the end of the qualifying rounds (either alone against the watch or matched against another rider in the same situation).
A rider may be only permitted to have 2 starts.

20. Finals:
In the event of a mishap in the first half-lap, the race shall be stopped. It shall be restarted immediately by both riders.
In the event of a mishap before the final kilometre (half-kilometre for Junior Women) the race is interrupted and the riders shall restart from their positions within a maximum period of 5 minutes:
- the leading rider on the line of the last half-lap which he completed
 - the other rider shall start at a distance before the opposite line calculated by the Commissaires Panel on the basis of the time that he was behind at his last completed half-lap
 - the riders shall ride the distance remaining as at the last completed half-lap before the mishap.
- The final time shall be obtained by adding the partial times.
Inside the final kilometre (half-kilometre for Junior Women): If the leading rider suffers a mishap, the result shall stand and he shall be declared the winner. The average speed at the last competed half-lap shall be used to calculate the final time to be awarded.
21. In each round, including the final, only one new start may be permitted as a result of mishaps.

ARTICLE 10 - TEAM PURSUIT

1. Two teams compete against each other in a 4 km race starting on each side of the track. The winner is determined by either catching the other team or recording the fastest time.
2. Except for the specific details (even implicit) in this sub-section, the rules of the individual pursuit shall apply equally to the team pursuit.
3. Teams shall be made up of riders entered for this race. The composition of the team may vary from one race to another. The team manager must notify the commissaires of any changes at least one hour before each start.
4. The time and the classification of each team shall be taken on that of the third rider of each team. The time shall be measured on the front wheel of the third rider of each team.
5. A team is caught when the opposing team (at least 3 riders riding together) arrives at or within a distance of one metre of it.
6. Qualifying rounds shall be organised to find the 4 best teams.
7. On tracks of less than 400 metres, each team shall ride alone against the clock. On other tracks the commissaires shall make up each match from teams presumed to be of equal ability, but without matching the two presumed to be the best.
8. This event shall be organised in two phases:
 - (a) The qualifying heat to select the 4 best teams on the basis of their times;
 - (b) The finals.

The teams having made the two best times shall ride off the final for first and second places, the two others shall ride off the final for third and fourth places.
9. If one team is caught by the other during the finals, the race is over and the catching team shall be declared the winner.
10. Should a team fail to start in the finals, its opponents shall be declared winners. A team failing to start the final for first and second places shall be placed second; a team failing to start the final for third and fourth places shall be placed fourth. If the reason for failing to ride is not accepted, the absent team shall be disqualified and their place shall remain vacant.
11. Situations of teams not starting and ties on time shall be decided in accordance with the regulations for the individual pursuit.
12. The riders of each team shall start either side-by-side or staggered at an angle of 45° behind the start line. The distance between riders shall be one metre.
13. The rider on the inside of the track shall lead to the first relay.

14. The starter shall stop the race for a false start by a double pistol shot or other appropriate means, for example, one of the riders anticipates the start or if the rider on the inside of the track fails to take the lead.
15. A team which causes two false starts in the qualifying round shall be eliminated.
A team which causes two false starts during the finals, will lose its final.
16. Pushing between members of the same team is strictly forbidden on pain of disqualification in the qualifying rounds. During the finals, that team will lose its final.
17. When the commissaires see that a team is about to be caught, they shall, in order to avoid a collision with the other team or hinder its progress, signal to the former team with a red flag that it may not effect any more relays and remain at the bottom of the track until the opposing team has passed.
Any failure to act on this instruction shall result in the immediate disqualification of the team.
18. The race shall be over at the moment that the third rider of each team crosses the finishing line for the final time at full distance or, in the finals, at the point that one team (at least 3 riders riding together) catches the other team.
19. During the qualifying round:
During the first half-lap, if any team suffers a mishap the race shall be restarted immediately.
If a mishap occurs after the first half-lap and only one rider is involved, the team may either continue with 3 riders, or stop. If the team chooses to stop, it must do so within one lap of the place of the mishap or they face disqualification. Where practicable, the other team shall continue.
The team of a rider which has stopped following a mishap shall restart at the end of the qualifying rounds, where applicable with another team in the same situation.
If a team suffers a mishap during its subsequent ride, it shall continue with 3 riders or be disqualified.
In each round, including the final, only one new start may be permitted as a result of mishaps.
20. During the finals:
In the event of a mishap in the first half-lap, the race shall be stopped and restarted. If the team suffers a further mishap during its subsequent ride, it shall be eliminated.
After the first half-lap no mishap will be taken into consideration. The team shall continue if they still have three riders on the track.
Otherwise this team must stop and will be considered beaten.
In each round, including the final, only one new start may be permitted as a result of mishaps.

ARTICLE 11 - KILOMETRE AND 500 METRE TIME TRIAL

1. The race known as the "kilometre" or "500 metre" race respectively is an individual time trial race with a standing start.
2. Each rider shall take the track alone.
3. The starting order shall be set by commissaires.
4. The races shall be ridden directly as a final.
5. In the case of a draw each rider shall be placed equal.
6. All competitors must ride the course at the same meeting. If it is not possible for all the participants to ride this race, for example because of atmospheric conditions, the entire race shall be rerun at the following meeting and no account shall be taken of the times previously made.
7. The blue band shall be rendered impracticable in the bends by pads of synthetic material 50 cm long, placed at 5 metre intervals.
8. The rider shall be held at the start by an appropriate means.
9. The start shall be taken on the inside edge of the track.

10. In the case of a false start the rider shall restart immediately.
In the case of a mishap, the rider shall take a new start after a rest of approximately 15 minutes.
A rider may be only permitted to have a total of two starts.

ARTICLE 12 - POINTS RACE

1. The Points Race is a race in which the final placings are determined according to accumulated points won by riders during the sprints and by taking laps.
2. Intermediate sprints are run off after each number of laps closest to 2 kms.
3. The distance of the race shall be as agreed prior to the start of the race but shall not exceed 40 kms.
4. The first rider in each sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point.
Any rider that gains a lap on the main field is awarded 20 points.
Any rider that loses a lap on the main field is deducted 20 points.
5. Where two or more riders are equal on points, the places in the final sprint shall declare the winner.
6. Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane.
7. A flying start shall be taken after one neutralised lap.
8. Sprints shall be run according to the rules governing sprint races.
9. A rider shall be considered to have gained a lap and be awarded 20 points when he has caught up with the rear of the largest bunch.
10. A rider having dropped behind the bunch and having been caught up may not lead, under penalty of disqualification.
11. If at the moment of a sprint considered for classification, one or some rider(s) catch up with the main bunch, this (these) rider(s) shall gain a lap and be awarded 20 points. The points awarded for the sprint shall be given immediately to the riders of the break behind or to those ahead of the bunch.
12. Riders having dropped behind the bunch and having been caught up by one or more riders about to gain a lap may not lead these riders, under pain of disqualification.
13. Riders one or several laps down may be withdrawn by the commissaires panel.
14. In the event of collusion between riders, the riders concerned may be disqualified, possibly after a warning.
15. In the case of a recognised mishap, the rider shall be entitled to a neutralisation during the number of laps closest to 1300 metres. On returning to the track, he shall resume the position he occupied before the mishap.
16. Neutralised riders may not return to the track within the last kilometre.
17. Should more than half the riders fall, the race shall be stopped and the commissaires shall determine the duration of the interruption. A new start shall be taken from the positions at the moment of the fall.
18. A rider suffering a recognised mishap in the last five laps may not return to the track but shall nevertheless appear in the final placings depending on the laps won or lost and the points accumulated prior to the mishap.
Other riders not finishing the race shall be excluded from the final placings.

19. If the track becomes impracticable to race for any reason, the commissaires shall decide as follows:

DISTANCE	DECISIONS		
	Complete rerun The same day	Resume race with points accumulated	Let results stand
	Stopped before:	Stopped after:	Stopped after:
10 km	8 km	/	8 km
15/16 km	10 km	/	10 km
20 km	10 km	10-15 km	15 km
24/25 km	10 km	10-20 km	20 km
30 km	15 km	15-25 km	25 km
40 km	15 km	15-30 km	30 km

ARTICLE 13 - KEIRIN

- Riders compete in a sprint after completing a number of laps behind a motorized pacer who leaves the track 600/700 meters before the finish.
- The race shall be run over 5 laps for tracks of 400 metres or more and the pacer will lead until the final 1.5 laps.
- Where heats are required the maximum number riders shall be 7.
- The pacer shall ride within the sprint line starting at 30 kph and shall gradually increase speed to 50 kph prior to leaving the track on the commissaires instruction. In principle 600-700 metres before the finish.
- The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side in that order on the pursuit line, the sprinters' lane being left free. The riders shall be held, but not pushed, by assistants.
- The start shall be given when the pacer approaches the pursuit line in the sprinters' lane. Unless another rider voluntarily takes that position, the rider who drew No. 1 shall follow immediately behind the pacer for at least the first lap, failing which the race shall be stopped and that rider eliminated. In the restart, the rider who drew No. 2 shall follow immediately behind the pacer.
- Any rider who passes the rear of the back wheel of the pacer before he leaves the track shall be disqualified.
- The race shall be run according to the Sprint Regulations.
- The race will be stopped if one or more riders are at fault or behave in an unsporting manner while being placed behind the derny. The race will be rerun without the rider(s) at fault.
- A restart shall take place immediately if a mishap occurs within the first half-lap.

ARTICLE 14 - TEAM SPRINT

- The Team Sprint is a race with a series of heats run over three laps of a track by two teams of three riders, each of whose riders shall lead for one lap.
- This race shall be organised in two series:
 - The qualifying heats to select the 4 best teams on the basis of their times;
 - The finals.

The teams having made the two best times shall rider off the final for first and second places, the two others shall rider off the final for third and fourth places.
- In case of a draw, the best time made during the last lap shall decide.
- If a team fails to take the start in a final, it shall not be replaced. The other team shall be declared the winner.
If the reason for which that team did not ride is not accepted, the absent team shall be disqualified.

5. Teams shall be made up of riders entered for this race. The composition of a team may be modified from one heat to another. An incomplete team may not take the start.
The team manager must notify the commissaires of any changes prior of the relevant race.
6. The start shall be taken in the middle of each straight. During the qualifying races, the place of each team shall be determined by the commissaires. Subsequently, the team having made the best time in the preceding stage of the competition, shall start in front of the main grandstand.
7. The riders of each team shall start side by side or staggered at an angle of 45 degrees behind the start line. The lateral distance between riders shall be equal and between 1.5 and 2 metres. The rider, placed on the inside of the track, shall be held by a starting block or other appropriate means and shall be the leading rider.
8. The leading rider shall lead the first lap and move towards the outside of the track and then drop back to leave the track without hindering the other team.
The rider that was in second position shall lead the following lap and then he shall drop out in the same manner.
The third rider shall end the last lap alone.
9. A team shall be relegated to the last place in the stage of the competition if one of the following infringements has been committed:
 - (a) if a rider draws away by more than 15 metres before the end of the lap that he is to lead
 - (b) if a rider does not draw away by more that 15 metres after the end of the lap that he was supposed to lead
 - (c) if one rider pushes another.
10. Qualifying rounds:
In the event of a mishap, the team must restart at the end of the qualifying rounds. Any team which may have been hindered by a mishap to its opponents may, by decision of the commissaires' panel, be granted a restart at the end of the qualifying rounds.
In the qualifying rounds a team may only be permitted two starts.
11. Finals:
In the event of a mishap the race shall be stopped and restarted. If the team suffers a further mishap (whether or not recognised) during its subsequent ride, it shall be relegated.
In each round, including the final, only one new start per team shall be permitted as a result of mishaps.

ARTICLE 15 - MADISON

1. The Madison Race is a race run over 40kms with intermediate sprints involving teams of two riders. The ranking is determined on distance plus accrued points.
2. The race shall be conducted with a maximum of 20 teams.
3. The two riders of each team shall carry the same rider number but of different colours.
4. The race shall be run over a maximum distance of 40 kms with sprints every 5-8 kms.
5. The first team in each intermediate sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point.
6. The placing shall be determined by distance according to the number of complete laps covered by each team. Teams having covered the same number of laps are placed according to the number of points scored. Where there is a draw on laps and points, the places in the final sprint shall decide.
7. One rider from each team shall make a standing start and ride until the first relay.
8. Riders of a same team may relay one another at will by a touch of the hand or the shorts.
9. Sprints shall be run according to the Regulations governing Sprint.

10. A team shall be considered to have gained a lap when it catches up with the last rider of the largest bunch. A rider who drops behind the bunch shall not assist chasing rider(s) to gain a lap on the pain of disqualification of his team.
11. If at a moment of a sprint considered for classification, one or some rider(s) catch up with the biggest bunch, this (these) rider(s) shall gain a lap. The points shall be given immediately to the riders of the break or to those ahead of a bunch.
12. Teams lapped three times by the main bunch may be removed by the commissaires.
13. Should one of the riders suffer a fall or mechanical incident, his team-mate shall immediately take the team position in the race. There shall be no neutralisation.
14. Should both team mates fall simultaneously, the team shall be entitled to a neutralisation equal to the number of laps closest to 1,000 m. On returning to the track, one of the two team-mates shall resume the position that the team occupied in the bunch before the mishap. Neutralised team-mates may not return to the track within the last kilometre. The team shall be placed according to the laps won or lost and the points won up to the moment of the mishap.
15. In the case of a fall involving over one-half of the teams (calculated on the basis of one rider per team), the race shall be stopped and the commissaires shall determine the duration of the interruption. A new start shall be taken and each team shall retain the laps won or lost at the moment of the fall.
16. If the race is stopped because of inclement weather the following shall apply.

Before ½ distance	Rerun
Between ½ and ¾ distance	Restart at distance covered with points and laps acquired
After ¾ distance	Result stands

ARTICLE 16 - SCRATCH

1. The Scratch Race is an individual race over a specified distance.
2. The maximum distance shall be 15 kms.
3. Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinters' lane. A flying start shall be taken after one neutralised lap.
4. Riders overtaken by the main bunch shall immediately leave the track.
5. The final placings are determined during the final sprint, taking into account laps gained.
6. In the case of collusion between riders, the commissaires may disqualify the riders concerned.
7. The last tap of the race shall be indicated by a bell.
8. Riders suffering a recognised mishap shall be entitled to a neutralisation during the number of laps closest to 1300 metres. Neutralised riders may not return to the track within the last kilometre. Any rider not finishing the race will not be placed.
9. The race may be stopped in the case of a mass fall. The commissaires shall decide whether a fresh start shall be given for the complete distance, or for the part of the distance remaining to be ridden from the positions at the moment of the fall.
The same rules shall apply where the race has to be abandoned because of inclement weather.

ARTICLE 17 - ELIMINATION RACE

1. The Elimination Race is an individual race in which the last rider in each intermediate sprint is eliminated.
2. The organisation of the competition shall be governed by the specific race regulations.
3. Riders shall assemble on the finishing straight.

4. A flying start shall be taken after a neutralised lap during which the riders shall ride in a compact group at a moderate speed.
5. A sprint shall be run at least every lap.
6. After each sprint the last rider, according to the position of his rear wheel on the finishing line, shall be eliminated. He shall immediately leave the track.
7. The last two riders remaining in the race shall ride the final sprint. Their placing shall be based on the position of their front wheels on the finishing line.
8. The fact that a rider may gain a lap shall not count.
9. Riders suffering mishaps will be eliminated, in the case of a mishap involving one or more riders. The next sprint shall be postponed by 1 lap.

ARTICLE 18 - STARTING BLOCKS

1. The starting blocks shall be constructed in order that they are easy to handle and removable from the track surface in 5 seconds maximum. They must be tested and approved by the Track Commission or the competition Chief Commissaire.
2. The bicycle shall be held in a vertical position, whatever the banking of the track. For that purpose, the starting block shall be fitted with adjustable feet.
3. The bicycle shall be held firmly by means of a brake that grips the edge of the rear wheel rim.
4. The brake shall be adjustable in heights so that it can block wheels of different diameters and in width to grip rims of different thickness.
5. The brake shall release the rear wheel at the moment of the start, so that all competitors start at exactly the same moment.
6. The brake of the starting block shall be released by the electronic system which simultaneously triggers the chronometer.

ARTICLE 19 - TRACKS

1. The inner edge of the track shall consist of two curves connected by two parallel straight lines. The entrance and exit of the bends shall be designed so that the transition is gradual. The banking of the track shall be determined by taking into account the radius of the curves and the maximum speeds achieved in the various disciplines.
2. The length of the track must lie between 133 metres and 500 metres inclusive. The length of a track shall be such that a whole number of laps or half laps shall give a distance of precisely 1 kilometre, with a tolerance of + 5 centimetres. For the World Championships and the Olympic Games the length must lie between 250 metres and 400 metres inclusive.
3. The length of the track shall be measured 20 cm above the inner edge of the track (the upper edge of the blue band).
4. The width of the track must be constant throughout its length. Tracks approved in categories 1 and 2 must have a minimum width of 7 metres. Other tracks must have a width proportional to its length of 5 metres minimum.
5. A rideable area sky-blue in colour known as the "blue band" must be provided along the inside edge of the track. The width of this band must be a least 10% of the width of the track and its surface must have the same properties as of the track. No advertising inscription is permissible in this area. With the exception of mounted riders, no person or object may be on the blue band while one of more riders are on the track.

- 6.
- (a) Immediately inside the blue band there shall be a prepared and marked safety zone. The combined width of the blue band and the safety zone shall be at least 4 metres for tracks of 250 metres and over, and 2.5 metres for tracks shorter than 250 metres. With the exception of the commissaires, mounted riders and the coaches of riders on the track, no person or object (including starting blocks) may be inside the safety zone when a rider is on the track.
 - (b) Where the combined width of the safety zone and the blue band is less than 4 metres or where there is a height difference between the safety zone and the track center, on the inner edge of the zone a safety fence must be erected at a minimum height of 90 cm which will provide adequate safety for riders. The fence must be transparent and in no circumstances may any advertising be attached to it.
- In places where the level of the track proper is more than 1.5 m higher than the actual track centre, additional protective measures such as nets, panels, or the like, shall be erected in order to prevent athletes being subjected to injury.
- Any gates provided in the fencing must be fitted with simple and reliable fastenings. They must be kept closed while racing and training is in progress.
- 7.
- (a) At any point on the track, a cross section of the track surface must present a straight line. In the bankings, the inner edge should have a curved transition onto the blue band.
 - (b) At any point of the track or safety zone, a perpendicular distance from the surface of at least 3 metres must be guaranteed free of any obstacle.
8. The surface of the track shall be completely flat, homogenous, non-abrasive. The tolerance of flatness for the track surface shall be 5 mm over 2 metres. The coating shall be uniform in all its aspects over the entire track surface. Coatings intended to improve the rolling qualities of one part of the track only are not permitted.
9. The surface colour of the track must leave the track marking lines clearly visible.
10. Any demarcation, line, advertisement or other marking on the track must be applied with a paint or product which is non-slip and which does not alter the adhesion properties, consistency or homogeneity of the surface.
11. Advertisements on the track surface must be placed above the stayers' line within a longitudinal band between 50 cm of the stayers' line and 50 cm from the fence (the outside edge of the track). No advertisement may be placed within 1 m either side of the pursuit and the 200 m lines, or within 3 m either side of the finish line, measured from the outside edge of the white band.
12. The longitudinal lines covered by rules T8.A19.13, T8.A19.14 and T8.A19.15 below, shall have a constant width of 5 cm. The perpendicular lines covered by rules T8.A19.16, T8.A19.17 and T8.A19.18 below, shall have a constant width of 4 cm.
13. A line, in black on a light background or in white on a dark background, known as the "measuring line" shall be drawn at 20 cm from the inside edge of the track, numbered every 10 metres and marked every five metres. The measurement of the measuring line shall be taken on its inside edge.
14. A red line, known as the "sprinters' line" shall be marked out 90 cm from the inner edge of the track. The 90 cm distance is measured to the outside of this red line.
15. A blue line, known as the "stayers' line" shall be drawn at one third of the total width of the track or 2.5 m (whichever is the greater) from the inner edge of the track. The distance is to be measured to the outside of the blue line.
16. The finish line shall be situated towards the end of one of the straights but at least a few metres before the entrance of the banking, and in principle in front of the main grandstand. It shall be marked by a perpendicular black line 4 cm in width at the center of a white band 72 cm in width. The finish line marking on the track shall continue up to the top of the flat surface of the fencing.
17. A white line shall be drawn across the track 200 metres before the finish line, from which point the times will be taken for sprint races.

18. Two red lines half the width of the track in length, perpendicular to the track and precisely in line with one another, shall be drawn at the precise midpoint of each of the straights to mark the finish points for pursuit races.
19. The outside edge of the track must be surrounded by a safety fence to protect riders and spectators. It must be stable and solidly mounted, with an overall height of at least 90 cm. The inside part must be completely smooth and unbroken to a height of at least 65 cm above the track. It must present no protrusions or projecting parts. At the places where the area outside the track is at a level 1.5 metres or more below the outside edge of the track surface, additional protective measures (nets, panels, etc.) must be provided to reduce the risks resulting from riders accidentally leaving the track. The colour of the outside fencing must contrast clearly with that of the track. Any gates provided in the outside fencing must open outwards and be fitted with simple and reliable fastenings. They must be kept closed when racing and training is in progress.
20. A lap counter clearly visible to riders and spectators and a bell audible throughout the track area shall be placed near the finish line.
For pursuit races, bells and lap counters shall be placed on both sides of the track, near the pursuit lines.

CHAPTER T9 - CYCLO CROSS

1. Above and beyond any legal or administrative issues that apply, and each person's responsibility for their own protection, the organiser shall ensure that the course does not constitute a danger to the riders or the public.
2. A cyclo cross course shall include roads, country and forest paths, and meadowland alternating in such a way to ensure changes in the pace of the race and allowing riders to recuperate after difficult sections.
3. The course shall be rideable in all circumstances whatever the climatic conditions. Clay or easily flooded areas should be avoided as should streams or rivers.
4. The course shall form a closed circuit of a minimum recommended length of 2.5 kms and maximum length of 3.5 kms of which at least 90% shall be rideable.
5. Over its full length the course should be a minimum of 3 mts wide and be well marked and protected. The use of harmful elements such as wire (barbed or not) and metal poles shall be forbidden. Moreover the course shall not approach any object that could constitute a danger to the riders.
6. The starting straight shall be at least 200 mts long and at least 6 mts wide. It shall be as straight as possible and not run downhill. The first narrowing or obstacle after the starting stretch shall not be abrupt but shall allow all the riders to pass easily. The first bend shall be less than a full right angle turn.
7. The finishing straight shall be at least 100 mts in length and 4 mts wide and shall be either flat or uphill.
8. The start and finish straights shall be free of obstacles.
9. The course shall contain a maximum of 6 obstacles that oblige riders to dismount. The length of an obstacle should not be longer than 80 mts and the total length of obstacles may not exceed 10% of the total course.
10. Steps may not be places on downhill stretches.
11. The course can contain one artificial obstacle, which can consist of two wooden planks 4 -6 mts apart. They may not be greater than 40 cms high and shall be the full width of the course. The space between the two planks shall be completely filled in.
12. The course may cross bridges or footbridges provided that they are at least 3 mts wide and that there is a protective barrier on both sides. A non-slip surface (carpet wire-mesh etc) shall be used on these.
13. No acrobatics on the part of the riders shall be required to overcome obstacles.
14. The pit is the only part of the circuit where riders can change wheels or bicycles.
15. If possible two pits shall be provided placed carefully around the course in places where speeds are not high but not on stony or downhill stretches. They shall be straight and free from artificial obstacles. If during each lap riders pass two points sufficiently close to each other then just one pit, known as a double pit may be set up. In the National Cyclo Cross Championship a Double Pit arrangement must be used as indicated in the UCI regulations.
16. There should be a race lane and a pit lane through each pit. And these lanes should be indicated by tape and signs.
17. To the side of the pit lane shall be the mechanics area, which should be at least 2 mts deep.
18. Riders may change wheels or bicycles at any pit.
19. The pit lane may only be used by the rider to effect a change or wheel or bicycle and this must only occur within the pit area and at the same point. He must not discard his machine in order to cause an obstruction to other competitors using the pit lane.

20. A rider arriving at the end of the pit and deciding that he wishes to change his wheels or bike must proceed to the next pit.
21. A rider may only enter the pit lane at its designated start and may not move between race lane and pit lane.
22. The exchange of wheels or bikes between riders is forbidden.
23. All riders must start with one foot on the ground. Riders causing a false start may be disqualified.
24. Races should not normally exceed 50 minutes in duration for Seniors and 40 minutes for Juniors.
25. The start of the last lap will be designated by the ringing of a bell.
26. All riders will finish on the same lap as the winner.
27. The National Cyclo Cross Championship shall be held on the 2nd weekend of the year.
28. Only bikes described in the Equipment Regulations Appendix AT2 as "cyclo cross bikes" may be used in the National Cyclo Cross Championships.
29. For the National Cyclo Cross Championship a starting grid arrangement should be used to seed the riders. This grid must be approved by the Chief Commissaire. Preference should be given to the leaders of any current National Cyclo Cross Leagues, that have been run on a scratch basis. Failing this preference should be give to the highest placed riders in the previous years championship.

CHAPTER T10 - CHAMPIONSHIPS

1. The use of the word Championship will be restricted to those races approved by the Board of Cycling Ireland or Provincial Executive as National/Provincial/County Championships.

ARTICLE 1 – NATIONAL CHAMPIONSHIPS

1. National Championships in respect of road, time trial, track and off road excluding youth may be promoted each year and these are detailed in Appendix AT 7.
2. Prior to the holding of any additional National Championship or reinstatement of a lapsed National Championship a written submission must be made to the Board of Cycling Ireland by the appropriate commission.
3. Such a submission must be made prior to 31st December for inclusion in the following year's calendar of events.
4. If accepted by the Board then such an event will be deemed to be a "demonstration" event for which no jersey or medals will be awarded.
5. The Board will appoint an observer to report on the "demonstration" event in order that a decision can be made as to the validity of the event to go forward as a Championship event from the following year.
6. National Championships will not be promoted unless included in the published calendar of races, except with the consent of the Board of Cycling Ireland.
7. Applications to promote National Championships will be submitted before 1st October each year in relation to the following years Championships.
8. Applications to promote National Championships must be in respect of all Championships as indicated in the Championship Bundle in rule G8.12
9. Entry forms are mandatory for all National Championships and such entries will be accepted up until 7 days before the event.
10. Only those riders whose entries are received by the closing date shall be allowed to ride the relevant National Championship
11. Where the number of entries does not meet the minimum requirement as set out in the table below the Championship may not be run without the prior approval of the Board.

Senior Championships (Male and Female)	12 entries
Junior Championships (Male and Female)	6 entries
Championship Track Team Events (All riders from same club)	6 teams
Championship Tandem Events (See T10. A4.30 below)	6 entries

12. On the day of a National Championship no other race in respect of that discipline and category shall be promoted.
13. Individual Medals will be presented to the first three placed eligible riders in all National Championships.
14. However in any National Championship where the number of starters is less than the number of entries required under T10. A1.11 above then only the following medals will be awarded.

4 or 5 Riders	1 st and 2 nd Place only
3 or less riders	1 st Place only

15. A National Champion's Jersey will be presented to all National Champions, however no rider may be awarded more than one such jersey in any year.
No jersey will be awarded to the winner of a Championship where the number of starters are as described in table T10 A1.14 above.
No jersey will be awarded in a Championship event where there are less than 3 Open events held in any one year in that discipline.
The National Champions jersey will have the Cycling Ireland logo and name inscribed in an area not exceeding 64 square cms. on the left breast.
The jersey must not be covered during the presentation ceremony.
16. In respect of the Senior Road Race Championship where the first rider placed is an U23 (Espoir) rider then the National Champion's Jersey will be awarded to this rider and this will be the only Jersey awarded.
Where the first rider placed is an Elite rider then he will receive the National Champion's Jersey as will the first U23 (Espoir) rider placed who will be known as the National U23 (Espoir) Champion.
17. In respect of the Senior Road Race Championship there will be 2 sets of Individual Medals relative to the two categories and in the situation where an U23 (Espoir) rider is one of the first three riders placed then he will receive two medals.
18. In the Senior Road Race Championship there will only be one set of Team Medals in accordance with rule T10.A1.20 below.
19. In all National Road Race Championships any rider finishing in a time exceeding that of the winner by more than 15% shall not be placed.
20. With the exception of the National Track Championships a set of 3 team medals will be awarded to the winning team which must be affiliated to Cycling Ireland in accordance with rule T7.A1.22, and who complies with T5.A2.3.
21. Rule T10.A1.20 above, will only apply if a minimum of 3 teams have entered the race.
22. If a National Championship fails to attract the number of entrants as described in T10. A1.11 above or the number of starters is less than the minimum number of entrants required under T10. A1.11 for two consecutive years the Board of Cycling Ireland may remove this race from the list of Championships as defined in Appendix AT.6 or may combine the race with a similar race, and issue National Championship Medals in accordance with T10.A1.14 above.
23. The winner of jerseys as defined in rule T10.A1.15 above may provide further identical jerseys, which must be worn in all races of a similar discipline until the day prior to the following years Championship. Where the winner is a member of a sponsored team then such jersey may carry the sponsors name(s) in accordance with T10.A4.24 below but such a jersey must have the approval of the Board of Cycling Ireland. The wearing of this jersey will not disbar the rider from eligibility for any team awards.
24. Advertising by club, region or national sponsor, in races where appropriate is authorised as follows: -
Front and back of jersey in rectangle 10cms high, on the sleeves - max. 5cms in single line, on the sides of the jersey, a strip 9cms wide Manufacturers logo may appear once only in an area not exceeding 25cms square. Shorts of a similar colour to the Jersey are permitted with one manufacturers logo on each leg.
25. The Championship race sponsor may provide a sash, which includes his agreed advertising and the Cycling Ireland logo and name for presentation and wearing on the podium. He may also present headwear for wearing on the podium, with his agreed advertising, to all medal winners.
26. The following riders may compete in a National Championship:
 - (a) Members of Cycling Ireland with the relevant Competition Licence and an IRL UCI Code
 - (b) Members of a UCI affiliated federation with an IRL UCI code on their licence.
27. Championship races will be run in accordance with the rules governing the various disciplines within these regulations.
28. National championships which carry UCI points must be run according to UCI regulations and have a UCI Commissaire officiating.

29. The National Criterium Championship will have the following special regulations:
- (a) All details of the course must be submitted to the Cycling Ireland for approval at the beginning of the year.
 - (b) The maximum number of riders allowable is 60. (This may be reviewed in an exceptional circuit).
 - (c) Team medals will be awarded in accordance with rules T7.A1.22 and T5.A2.3.
 - (d) Lapped riders will be requested to withdraw, subject to the Commissaires instructions on the day. If withdrawn, they must report to the pits to be included in the classification. They can contribute to the team award provided that they are not withdrawn prior to the last 10 minutes or 10 laps (whichever is shorter).
 - (e) Primes are allowed after the first 10 minutes and before the last 10 minutes or 10 laps subject to agreement of the Commissaires.
30. In respect of the National Tandem Championship both pilot and stoker should be from the same club save where the stoker has a proven disability in which case a mixed team may be permitted.
31. Riders can only ride one National Championship for any given discipline in that year.
32. In the Senior Men's and Elite Women's Road Race the order of service vehicles will be as follows.

Position 1 in the cavalcade will be automatically allocated to: -

- (a) Vehicle of Defending Champion
- (b) Draw from the service vehicles of Riders on Teams Registered with the UCI – UCI Pro Teams, UCI Pro Continental Teams and UCI Continental Teams – or for the Women's race UCI Women's Teams
- (c) Draw from the service vehicles of Clubs/Teams with 3 or more riders starting the race
- (d) Draw from the service vehicles of Clubs/Teams with 2 or less riders starting the race.

In all other Road Race National Championships the order of service vehicles will be as follows.

Position 1 in the cavalcade will be automatically allocated to: -

- (a) Vehicle of Defending Champion
- (b) Draw from the service vehicles of Clubs/Teams with 3 or more riders starting the race
- (c) Draw from the service vehicles of Clubs/Teams with 2 or less riders starting the race.

ARTICLE 2 – PROVINCIAL CHAMPIONSHIPS

1. The regulations regarding the control of Provincial Championships will be established by Provincial Federations but these should not be in conflict with Cycling Ireland's National Championship Regulations.
2. License holders satisfying one of the following criteria:
 - (a) Belonging to a club / team based in the Province;
 - (b) Unattached and resident the Province;
 - (c) Residency in the Province;
 - (d) Belonging to a club / team based outside Ireland but,
 - 1) immediate past address was in the Province or
 - 2) most previous Irish club / team was based in the Province.

May compete in the Provincial Championships notwithstanding a rider may only compete in one set of Provincial Championships in any one season.

Provinces may declare certain Championships as "Open Championships", in which case the above criteria does not apply. However in these circumstances the Province must advertise this in advance and confirm as to who is eligible for the Championship Medals.

CHAPTER T11 - RACE FINISH

1. Races if possible should finish on a straight uphill stretch of roadway of sufficient width to ensure safety. The finishing line shall be at right angles to the course. It shall be a white line measuring at least 4cm wide or a black line at least 4cm on a white background measuring 34cm on each side. Adequate measures will be taken to control spectators, both before and after the finish line. A marker will denote the last kilometre. A yellow flag shall denote the last 200m.
2. The finish of a race shall be judged when the front tyre first crosses the vertical plane passing through the finish line.
3. In a lap race the last lap will be signalled by a bell and the display of a lap card marked "1". The finish will be signalled by a chequered flag save as required elsewhere in the rules.
4. If the bell is rung in error on the wrong lap then the Commissaire will decide whether to accept the result at the end of that lap or require all or part of the race to be re-run. The Commissaire may exclude from the re-run any competitor he deems to have had no chance of a placing.
5. Where the judges are unable to separate the riders at the finish of a road race, criterium or cycle-cross they shall declare a dead heat. In such circumstances the total value of the prizes for these places considered equal, will be divided by the number of riders adjudged equal. Similarly where points are at stake the total number of points for these places considered equal will be divided by the number of riders adjudged equal.
6. A rider who does not complete the course will not forfeit prizes won by him.
7. The organiser has the sole right as to the value and make up of the prize list including category prizes. However the value of the prizes should be allocated in a sporting manner. Details of such prizes shall be advised to the Commissaire who shall ensure that this information is made available to all competitors prior to the start of the race.
8. The organiser may present a sash, pennant, headwear or jersey, the advertising on which must be in accordance with these regulations to the winner or winning team. Such items must be displayed throughout the victory ceremony and must not be covered or defaced in any way.

CHAPTER T12 - OBJECTIONS/CLAIMS

1. Only licence holders will have the right to make objections/claims. The objector/claimant will prove their objection/claim and any party implicated by such an objection/claim has a right of defence.
2. All objections/claims will be submitted in writing and accompanied by the appeal money as determined by Cycling Ireland from time to time. This money will be returned if the objection/claim is upheld. If the objection/claim is not upheld the fee will be retained and forwarded to the Provincial Treasurer, save in the case of National Championships where it will be forwarded to the National Treasurer.
3. In the case of an objection/claim in relation to an occurrence which would affect an individual's placing the objection/claim will be made by the individual in question. In the case of an objection/claim in relation to an occurrence, which would affect a team's placing the objection/claim will be made by a licensed representative of the team.
 - (a) Objections/claims in relation to the qualification of riders, machines or clothing or the regularity of any entry will be made verbally to the Chief Commissaire before the race. No fee will be payable.
 - (b) Objections/claims in relation to any irregularity occurring during the race will be made in writing to the Chief Commissaire no more than thirty minutes after the maximum finish time or the finish of the last rider.
 - (c) Objections/claims in relation to placings will be made in writing to the Chief Judge within 30 minutes of the announcement of the results.
4. In respect of rule T12.3(a) and T12.3(b) above, this will be considered and resolved by the Commissaires panel. In respect of rule T12.3(c) above this will be considered and resolved by the Chief Judge and his decision will be final and without further appeal.
5. In stage races objections will be controlled as follows:

Objection	Time Limit	Fee
Any irregularity or action in contravention of the rules	1 hour after objector finishes	€25.00
About the result of the stage	Before the start of the next stage	€25.00
About the final result	30 minutes after results are given	€25.00

CHAPTER DI - DISCIPLINE

This Chapter should be cross referenced to Appendix AG1 – General Discipline

ARTICLE 1 - DISCIPLINARY ACTION

1. Breaches of the Technical Regulations in accordance with the actions stipulated in Appendix AT4 will be dealt with by: -
 - (a) The Chief Commissaire
 - (b) The Provincial Executive
 - (c) The Board of Cycling Ireland

In accordance with D1.A2.
2. Breaches of the General Administration Regulations will be dealt with by: -
 - (a) The Provincial Executive
 - (b) The Board of Cycling Ireland

In accordance with Appendix AG1.
3. Breaches of rules relating to Ethics/Codes of Conduct will be dealt with in accordance with the process laid out in Appendix AG1
4. In relation to cases referred to the Provincial Executive or the Board of Cycling Ireland, then a disciplinary committee if required will be set up by these with the purpose of reaching a conclusion and deciding on what action if any should be taken.
5. Any member who is accused of breaking a rule has the right to be present at the meeting at which his case is discussed and all evidence against him must be repeated. Written testimony will be accepted but hearsay will not.
6. Any member disciplined under rule D1.A1.4 above, has the right of appeal to the relevant Provincial Executive or Board of Cycling Ireland under whose jurisdiction the disciplinary committee was set up.
7. The Board of Cycling Ireland's decision on any matter pertaining to the rules of Cycling Ireland will be final.
8. Infringements of Cycling Ireland rules may be demonstrated by any form of proof.
9. "Race Incidents", are all offences designated as such in the Technical Regulations, as well as any behaviour at variance with the regulations, occurring from sign on until the conclusion of the prize presentation and not specifically penalized and will normally be dealt with by the Commissaires Panel.
10. Any matters not covered in a race incident which gives rise to a dispute, or those offences as detailed under Scale of Penalties for Race Incidents which entail a report to the Provincial Executive within whose area of control the race takes place will be dealt with in accordance with rule D1.A1.4 above.
11. The Chief Commissaire should ensure that all licence holders who may be involved under rule D1.A1.10 above, must, if at all possible, be advised that their case is being referred to the Provincial Executive.
12. The actions of any such disciplinary committee must be consistent with the rights of all members and with the principles of fair play, due process and natural justice applying.
13. The disciplinary hearings will be subject to the following Code of Conduct.

ARTICLE 2 - PROCEDURES TO BE FOLLOWED BY DISCIPLINARY COMMITTEES IN RESPECT OF D1.A1.1

1. The Commissaire shall submit their report within 7 days of the race.
2. The report must contain the following information;
 - (a) The licence- holder's name, number, category and club.
 - (b) The circumstances of the breach of the regulations
 - (c) The reason for any disciplinary decisions taken by the Commissaire
 - (d) Other circumstances considered in the matter
 - (e) Confirmation that the parties concerned were advised of their breach of the regulations and that they would be mentioned in the report.
3. The Provincial Executive will consider the report and if the decision is taken to invoke disciplinary procedures then a disciplinary committee will be set up.
4. The licence holder will be advised by the Provincial Secretary within 5 days following the Provincial Executive meeting at which the report was considered, of the actions to be taken either
 - (a) no further action or
 - (b) reference to a Disciplinary Committee in line with rules D1.A1.4 and 5 above. Such correspondence shall be copied to the Commissaire.
5. No member of the Disciplinary Committee should be a Commissaire, nor a member of the club to which the commissaire making the report, or the rider, belongs.
6. Such a Disciplinary Committee as set up under rule D1.A1.4, shall have the power to act for the Provincial Executive in dealing with disciplinary matters in line with rules D1.A1.1 and D1.A1.2 above.
7. The Provincial Secretary shall take steps to set up such a Disciplinary Committee within 14 days and subsequently advising the licence holder by registered letter of the following:-
 - (a) The reason for the disciplinary hearing
 - (b) The date, time and place of the disciplinary hearing
 - (c) The fact that he is required to appear in front of the Disciplinary Committee, and, in the event of is inability to attend, he should contact the Provincial Secretary immediately
 - (d) The fact that he may be accompanied by an advisor/s
8. It should be noted that where the licence holder was properly notified and fails to appear at the disciplinary hearing, the case will proceed in his absence.
9. The Commissaire shall attend the disciplinary hearing at which the charges will be dealt with.
10. Each province shall establish a procedure to be followed at meetings of their disciplinary committees. These procedures will include the following elements;
 - (a) Scrutiny of the Commissaires report by the committee
 - (b) Discussion with the Commissaire
 - (c) Confirm the identity of the licence-holder
 - (d) The chair-person to read the relevant parts of the Commissaire report to the licence-holder
 - (e) Receive the comments of the licence-holder and his advisor if necessary
 - (f) In the event of evidence given by the licence-holder disputing or conflicting with the Commissaire's Report, further assistance can be sought from the Commissaire.
 - (g) Consideration of the evidence by the committee in private.
11. Where a decision is arrived at in Committee and the licence holder is still in attendance then the Chairperson of the Disciplinary Committee will hand to the licence-holder a notice in writing informing him of the decision reached which notice should include an advice to the licence-holder of his right of appeal within 21 days to the Provincial Executive. The Chairperson should also verbally advise the licence-holder of that right. The Provincial Secretary shall notify the licence-holders club in writing of the decision and where required the right to appeal.

12. In the event of the matter having been heard in the absence of the licence-holder or where a decision is not arrived at, at the conclusion of the hearing the Provincial Secretary shall notify the licence-holder of the decision of the Disciplinary Committee within 5 days of a decision being arrived at, thereafter by sending the notice of the decision to him and the right of appeal. The secretary of the licence-holders club shall also be notified.
13. The Honorary Secretary of the Board of Cycling Ireland shall be notified in writing immediately after a decision by the Disciplinary Committee has been made, and the notification shall be accompanied by a set of minutes of the disciplinary committee meeting.
14. Any licence-holder or other person affected by a decision of a Disciplinary Committee may appeal within 21 days of the date of the decision of the said Disciplinary Committee to the Provincial Executive against all or part of the decision of the said Disciplinary Committee.
15. In the event of the licence-holder being from a club affiliated in another Province, the commissaire's report shall be sent by the Provincial Secretary of the Province in whose territory the race took place and to the Provincial Secretary of the other Province who shall arrange for the case to be dealt with. The former Provincial Secretary should be advised of the final outcome.
16. In the event of the licence-holder being from a club affiliated to another National Federation, the Commissaire's report shall be sent by the Provincial Secretary in whose territory the race took place and to the Honorary Secretary of Cycling Ireland who shall forward it to the other Federation who shall deal with the case.

ARTICLE 3 - APPEAL PROCEDURE

1. An individual/club having been the subject of disciplinary action has the right to appeal.
2. Any such appeal will be made in writing and signed by the Appellant and will be accompanied by a fee of €50.00. Such appeal and fee will be lodged with the Provincial Secretary within 21 days of receipt of notification of the decision of the Disciplinary Committee. This fee will be returned in the event of the appeal being upheld.
3. Upon receipt of an appeal the Provincial Secretary, in consultation with the President/Chairman will appoint an Appeals Committee of at least 3 persons which will not include any person with a prior involvement with the matter under appeal nor any member of the Provincial Executive. This Appeals Committee will normally be appointed within 7 days of receipt of appeal.
4. The Provincial Secretary will make available to all members of the Appeals Committee and the appellant prior to the hearing of the appeal, all relevant documents relating to the case.
5. The appeal will be heard no later than 21 days following the receipt of the appeal.
6. The lodgement of an appeal will not automatically act as a delay on the action and/or sanction being applied.
7. The applicant and the Provincial Executive will be entitled to be represented by a person of their own choosing at the Appeal Hearing.
8. A member of the original Disciplinary Committee will normally represent the Provincial Executive.
9. The evidence given at the appeal will consist of: -
 - (a) The original evidence
 - (b) Further evidence, which may have come to light since the disciplinary hearing.
 - (c) Submission on behalf of the applicant in that the decision reached by the Disciplinary Committee was at variance with the Technical or Administration Regulation or procedures contained therein.
10. Witnesses may be called by the applicant or the Provincial Executive and may include the Commissaire to substantiate any of the evidence referred to in rule D1.A3.9 above.
11. The majority decision of the Appeals Committee should be that the decision stands, be overturned, or be modified.
12. Notwithstanding the above the Appeals Committee may adjourn at any time to seek an interpretation of the rules by the Board of Cycling Ireland.
13. If the applicant is in attendance when the Appeals Committee arrives at its decision then the appellant will be advised by the chairman of this decision. The Provincial Secretary will also be advised immediately and he should ensure that the decision is confirmed, in writing, to the appellant and is copied to the Commissaire.
14. The decision of the Appeals Committee is final, save where the appellant can show without any doubt, that the procedures contained in these regulations are not followed and such an appeal will be made within 21 days to, and heard by, the Board of Cycling Ireland.
15. Such an appeal will be accompanied by a fee of €100, which will be returned along with the original appeals money in the event of the appeal being upheld.
16. The Board of Cycling Ireland in arriving at a decision may call any witnesses, in addition to the appellant, if found necessary.
17. The Board of Cycling Ireland will arrive at its decision, which will be final within 21 days of the appeal referred to in rule D1.A3.14 above, having been lodged.
18. It should be noted that the appellant having been properly notified, and without prior acceptable apology, fails to appear at either of the two appeals referred to, shall forfeit all rights of a hearing.

CHAPTER R1 - RECORDS

ARTICLE 1 - ROAD RECORDS

1. Road competition records are recognised at the following standard distances and categories:

Seniors & Elite Women	10mls, 25mls, 50mls, 100mls, 12hrs and 24 hrs
Juniors Men & Women	10mls and 25mls
Veterans Men & Women	10mls, 25mls, 50mls, 100mls, 12hrs and 24 hrs

These are in respect of Individual, tandem (both same and mixed gender pairings) and 3 person teams

Road competition records may only be set in open races. Where no performance exists for a record, the Board of Cycling Ireland or a Committee/Commission so approved, shall decide a time, which must be beaten, in order to claim a record. Road competition records will be subject to the rules governing time trials.

2. No performance will be considered without a claim on the appropriate Cycling Ireland Record Claim Form, which must be lodged by the competitor, within one month of the event. This claim should be sent directly to Cycling Ireland.
3. The claimant must provide documentary evidence that the course measurement is accurate and that the time keeping complied with the rules of the Cycling Ireland. No record may be claimed where the rider/riders did not start at his/their allotted times. Where a record is claimed on an out and back course, a written report must be supplied by the turn steward confirming that the rider/riders passed him, and the time they passed at. Where Junior records are claimed, the Commissaire must confirm that the rider's bike was checked to ensure that the current gear restriction has not been exceeded.
4. The course used must comply with the regulations regarding start and finishing positions, or on a Cycling Time Trials (CTT) course approved for record purposes.
5. All members of a team claiming a record must be members of the same club.
6. No claim will be approved which does not improve the existing record by one second (200 yards for 12 and 24 hour races). All times will be rounded up to the next full second.
7. Place to place records will take place from the main post office to the equivalent in another town. Records will be rounded up to the next full second and may be made in either direction. Records will be between; Dublin - Belfast, Dublin - (London)Derry, Dublin - Galway, Dublin - Limerick, Dublin - Cork, Dublin - Waterford, Dublin - Wexford, Galway - Limerick, Mizen Head - Fair Head and Mizen Head - Malin Head. Separate records will be recognised for Men and Women riders and Tandems as defined in rule R1.A1.1 above. Where no performance exists for a record, the Board of Cycling Ireland, or a Committee/Commission so approved, shall decide a time which must be beaten for record to be claimed.
8. Notification of a place-to-place record attempt will be given to the Board of Cycling Ireland or a Committee/Commission so approved, at least three weeks prior to the attempt. The notification must include the following information; the name and licence details of the rider making the attempt, the record being attempted, the direction in which the record will be attempted and the time and date on which the record will be attempted together with the names and licence numbers of the Approved Timekeeper and Commissaire who will verify the attempt. The rider will be responsible for any reasonable costs incurred by these two officials during the attempt. The attempt shall not commence prior to the date and time given in the notification. Where an attempt starts after the time given in the notification, the delay in starting will be added to the actual time taken for the attempt to give a total time for the record attempt. One way streets encountered in a place-to-place record attempt must be covered in the same direction as normal road traffic. Designated motorways shall not form part of the route to be covered. Two record attempts may be detailed in a single notification.

ARTICLE 2 - TRACK RECORDS

1. Track records are recognised as follows:

Senior Men Unpaced Standing Start	1Km, 4Km, 1 Hr., 4 Kms.Team
Senior Men Unpaced Flying Start	200 Mts, 500 Mts.
Women Unpaced Standing Start	500 Mts, 3 Kms, 1 Hr.
Women Unpaced Flying Start	200 Mts, 500 Mts.
Junior Men Unpaced Standing Start	1Km, 3 Kms, 4 Kms.Team
Junior Men Unpaced Flying Start	200 Mts, 500 Mts.
Junior Women Unpaced Standing Start	500 Mts, 2 Kms
Junior Women Unpaced Flying Start	200 Mts, 500 Mts.

2. Claims on the appropriate Record Claim Form and submitted within 21 days to the Board, will be considered if the following conditions are met;
- Track approved by the UCI or measured in accordance with the UCI regulations;
 - An Official Commissaire in attendance and approved by Cycling Ireland;
 - If manual timekeeping is used the two timekeepers using liquid quartz crystal display watches will be required with the time taken as the mean of the two recorded times;
 - If electronic timing is used then only one timekeeper is required;
 - The time is recorded in an open or confined race or a time trial at an open track meeting;
 - The time/distance is recorded at a private time trial within 21 days of notification to the Track Commission of such an attempt;
 - Beat the previous record by at least one tenth of a second;
 - The bike used complies with the equipment regulations.
3. Records will be approved by the Board of Cycling Ireland.
4. Where no time or distance exists for any record listed under rule R1.A2.1 above, then the Board will establish a standard which must be equalled or broken under the conditions listed in rule R1.A2.2 above, before a claim is considered.
5. All records with the exception of set time records shall be timed to the nearest one hundredth of a second.
6. The area of the track inside the Gauge Line (Black Band), shall be made unrideable during record attempts.
7. In an attempt on a standing start record, the rider may be held at the start but not pushed, or a mechanical starting gate may be used. The start may be indicated by the blowing of a whistle.
8. The rider will start with the front of his front wheel vertically over the start line. The time shall start upon the rider's front wheel coming into contact with the starting line, and finish with the rider's front wheel coming into contact with the finish line.
9. Claims for records at races where Official Race Communiqués are issued, may be supported by the submission of this communiqué to the Board.
10. Where a record is being attempted as a private time trial, then a minimum of 21 days notice must be given to the Board, and an alternative date may also be given in the notice of the attempt.
11. It shall be the riders responsibility to arrange for the appropriate personnel to be approved by the Board, where the record attempt is being made under rule R1.A2.10 above, and the rider shall be responsible for all costs incurred.
12. Where an attempt is made on a set time record arrangements should be made to indicate the last lap which should be completed by the rider. The distance covered (additional distance) from the start of this last lap until of the set time is as follows $D = (L \times TR)/TL$ where D is additional distance, TR is time

remaining to complete time, TL is time of last lap and L is lap distance. The Total Distance = (L x No of laps prior to the last lap) + D.

13. Where a mishap prevents the rider from completing the last lap, the time of the preceding lap shall be taken as TL.
14. An Anti-Doping test is not required on the completion of a track record attempt whether successful or not.

ARTICLE 3 - ALL COMERS RECORDS

1. Any person who holds a UCI approved licence, who competing under Cycling Ireland Rules and conditions better the last best time previously recorded may lodge a claim for recognition of his performance as an "All Comers Record".
2. The above rule shall apply to Competition, Place to Place and Track Records.

ARTICLE 4 – RECORDS FOR RIDERS WITH DISABILITY

- (a) Disability records will be recognised in the following classes and divisions :-
 1. Blind and visually impaired (B1 to B3 same standard for each class);
 2. Locomotor disability (LC1 to LC4 different standard for each class);
 3. Cerebral Palsy (CP1 to CP4 different standard for each division);
 4. Hand Cycling (HC-A to HC-C different standard for each division).
- (b) Road Records
 1. Qualification criteria will generally be in accordance with the conditions as set in R1.A1.
 2. Tandem records will be based on the record time or standard established for a single bike over the record distances as detailed in R1.A1.1 or place to place as detailed in R1.A1.7.
 3. Where either the stoker or the pilot is a senior then the standard will be based on the senior record. Alternatively where the tandem pair is mixed women, junior combination then the standard will be the fastest ratified or standard of women or junior single bike.
- (c) Track Records
 1. Qualification criteria will generally be in accordance with the conditions as detailed in R1.A2.
 2. Track records will be recognised as detailed in R1.A2.1.
 3. The fastest time recorded in International Paralympics Competitions in respect of R1.A2.1 will be deemed to be the Irish Record where no standard record time exists, subject to fulfilling the requirements of R1.A2.2.
 4. International Paralympics Competitions include IPC European Championships, IPC World Championships and Olympic Games.

GLOSSARY

ONE-DAY COMPETITIVE LICENCE: A one-day competitive licence may be issued by an appropriate Cycling Ireland Official on receipt of a completed application form and appropriate fee. It shall entitle the holder to satisfy the requirements of rule G1.15, for the day on which the licence is issued. Not available for riders in National Championships, Criteriums or Stage Races. Such a licence must not be issued to any person under suspension from any National Cycling Federation. Such a licence does not grant the holder membership of Cycling Ireland.

Where an organiser of a leisure event so wishes he may use the one day licence system for those entrants who do not hold a licence issued by a National Federation. In such circumstances the licence fee to be applied will be agreed, in advance with the staff at Kelly Roche House. Notwithstanding the organiser may agree an overall fee in advance with the staff at Kelly Roche House and in such circumstances the sign on sheet will list all those competing.

REFUND OF FEES: 20% of one day licence fees issued for Cycling Ireland events will be refunded to the Treasurer of the Provincial Executive in whose area of control the event took place.

COMPOSITE TEAM: A Team not being a National, Provincial or County select team, made up of riders from more than one club. The team name should not be the name of any club represented on the team and all riders should wear identical jerseys.

OPEN RACE: A race open to holders of full licences and/or restricted licences where appropriate and/or one day licences (excluding holders of club licences) which have been approved by the Cycling Ireland

NON – OPEN RACES: A non – open race can be either a club race or a league race.

A **Club Race** is a race promoted by a CI registered club primarily for members of that club. However the club may allow participation from members of other clubs and non attached members of CI, provided they have the appropriate licence. It will not be mandatory to appoint a Commissaire but in all other ways the race will be conducted under the rules of CI.

A **League Race** is a race open to members of more than one club and non attached members of CI provided they have the appropriate licence. There will be no prize list per race but there may be an overall prize list. The promoter must appoint a competent person to fill the role of commissaires and in all other ways the race will be conducted under the rules of CI

Non open races may only be run on Mondays through Thursdays. Notwithstanding non open races which are run as a series of races and known as a league may be run at any time subject to these being promoted for a defined group of riders e.g. veterans, women, time trialists etc . Such events must be authorised at the time of the annual calendar approval and be listed in the Annual Road Events Calendar.

A club promoting an open race may run a non-open race on the day of their open promotion regardless of the day of the week in respect of 50+ riders and women.

STAGE RACE: Any race that takes place on 2 or more successive days.

AN INVITATION RACE: is one in which only riders invited by the promoter may compete.

ALL TERRAIN RACE: Primarily a cyclo cross race and run under the cyclo cross regulations as contained herein but open to bicycles defined as mountain bikes.

A MISHAP: is a crash, puncture or the breaking of an essential part of the bicycle. A puncture caused by the tyre coming off due to inadequate gluing is not a mishap nor is any result of insufficient tightening of any component.

BICYCLES: Refer to the attached regulations AT2 Equipment.

RELEGATION: is a penalty consisting of a loss of finishing position, points, or time depending on the type of race. It may be assessed against a rider, a team or both.

DISQUALIFICATION: This shall result in the riders' elimination from all classifications and losing all prizes in the race in question. It may take the form of a rider being forbidden to start, if the infringement is seen before the race begins, or that of his elimination from the race if discovered during the race.

If the refused start or disqualification is not acted upon in time, the offence shall be penalised by an elimination or disqualification as appropriate.

REPRIMAND: A young and inexperienced rider may be reprimanded about an offence and records of reprimands will be kept by Cycling Ireland.

CAUTION: A person guilty of un-acceptable behaviour and whose example is likely to be followed by others may be cautioned under the disciplinary rules.

MINISPRINTS AND MAXISPRINTS: are races for Youth Riders in the 12 and 14 age group, in which the riders will at all times be supervised by coaches and/or Senior Riders who will ride at the front of the group, controlling the speed. Free competition will be allowed only for a specified distance immediately before the finish.

SKILLS COMPETITIONS: are events in which riders are required to complete a short course in an enclosed area and in which they will be required to negotiate obstacles and display skill in bicycle control. Fault points will be marked for failure to negotiate obstacles. A standard time will be set for each course based on an average speed of 16 k.p.h. plus 5 seconds for each obstacle. Riders will incur 1 Fault Point for each full second by which they exceed the standard time. The winner will be the rider with the least Fault Points. Riders who are equal on points will be separated by their times.

A MOUNTAIN BIKE COMMISSAIRE: is a member of Cycling Ireland who has successfully completed a Cycling Ireland approved course on Mountain Bike Racing and which will conclude with a written and oral examination.

A TRACK COMMISSAIRE: is a member of Cycling Ireland who has successfully completed a Cycling Ireland approved course on Track Racing and which will conclude with a written and oral examination.

NOTICE: A minimum period of 21 days.

BEGINNER YOUTH: A person who would normally satisfy the requirements detailed in rule T2.2 but has not previously taken part in any competitive races.

CLUB/CLUB TEAM: An entity formed in conformity with these Technical Regulations and the Memos and Articles of the Irish Cycling Federation.

TEAM: An entity formed in conformity with the UCI Technical Regulations and registered with the UCI. Notwithstanding the term may be applied to riders selected to represent a County, Province, Country or Composite Team.

Note: A rider may belong to both a Club and Team as defined above and these would appear on the one licence, but unless he receives written permission from the Board of Cycling Ireland must always compete for his UCI Registered Team in all open competition under CI Technical Regulations save for when the rider competes on a National, Provincial, County or Composite Team. See Technical Regulations T1.4, T1.5 and T1.6.

PROMOTIONS GROUP: A group of six or more members of Cycling Ireland who act in concert to carry out activities consistent with the Memorandum of Association of the Irish Cycling Federation and for which activities approval has been sought and granted by the Board of Cycling Ireland. A Cycling Promotion Group shall consist of affiliated members from more than one club and may include unattached members, or a group of unattached members. Such groups will be deemed to be sub-committees of Cycling Ireland and will require to register with Cycling Ireland prior to the last day of Feb each year and where a group is formed after this date then such registration will take place within one month of the formal formation of the group. The registration will include the names of all members of the group and the club through which they hold Cycling Ireland affiliation. Such groups will be subject to a registration fee as shall be determined at the Annual General Meeting of Cycling Ireland.

ESTABLISHED RACE: An event run on the same date, weekend or specific holiday for a period in excess of 5 years will become an Established Race.

APPENDIX AT.1 - ANTI-DOPING

UCI : The UCI Anti-Doping Rules, which apply to races on the various UCI Racing Calendars, may be viewed at www.uci.ch

Irish Sports Council : For domestic races, these are covered by the Irish Anti Doping rules and these may be viewed at www.irishsportsCouncil.ie

WADA : The list of Prohibited Substances is updated from time to time, and the current list may be viewed at the above websites or www.wada-ama.org or alternatively a copy may be obtained by contacting the Anti-Doping Officer at Kelly Roche House.

Cycling Ireland

All riders (Senior/women/Junior/Veteran) should be aware that they may be required to submit themselves for Anti-Doping Tests, at any time, in an out-of-competition test, or at the end of a race. However for out –of competition testing this is more likely to apply to those riders in receipts of Government Funding (Carded Cyclists).

It is therefore necessary to ensure that any dietary supplement, that includes for example energy bars, pre during and post competition drinks, vitamin, mineral, herbal or ergogenic aids do not contain any substance that could lead to an adverse finding in the event of an Anti Doping Test.

Cycling Ireland would recommend, based on research, the avoidance of all supplements.

Therapeutic Use Exemptions (TUE's)

It is now possible, under defined conditions, to take medication which is on the current Prohibited List, by submitting a Therapeutic Use Exemption (TUE) application form to the Appropriate Authority, normally 21 days prior to the next race in which it is intended to compete. Prior to competition it will be necessary to receive from the Appropriate Authority, an acknowledgment that the TUE has been granted. Under specific emergency conditions this process can be speeded up.

The World Anti-Doping Agency (WADA) has published a new International Standard for Therapeutic Use Exemption (2009 IS TUEs).

January 2010: Pseudoephedrine on the 2010 Prohibited List

The World Anti-Doping Agency (WADA) has reintroduced pseudoephedrine to the Prohibited List effective since January 1, 2010. Pseudoephedrine is found in many over-the-counter medicines used as cough and cold remedies, hayfever and decongestant treatments.

It is Prohibited In-Competition at urinary concentrations >150 mg/mlPseudoephedrine,

Advice to Athletes:

- Stop taking any pseudoephedrine containing products at least 24 hrs before competition
- Talk to you doctor or pharmacist about the use of alternative permitted medications for therapeutic use during in-competition periods, or apply for a TUE for the use of pseudoephedrine
- Athletes can easily check out what over-the-counter medications, bought in the Republic of Ireland, are prohibited or permitted in sport by checking the 'Drugs in Sport Database' on www.eirpharm.com. Medications bought in Northern Ireland should be checked on www.globaldro.com.if you check www.eirpharm.com you will see that a high proportion of cold and flu treatments contain pseudoephedrine e.g. Benylin four Flu, Day Nurse, Nurofen Cold and Flu. Pseudoephedrine is also found in some cough treatments e.g. Robitussin Plus, Benylin Dual Action Chesty. The cough and decongestant medication Casacol is also prohibited in competition.
- Athletes who are required to take a prohibited medication for a legitimate medical reason may apply for a therapeutic use exemption (TUE). Check out www.irishsportsCouncil.ie/Anti-Doping/TUEs_and_Medicines for information on TUE Applications.
- Remember athletes selected for doping control must remember to declare the use of all prescribed and over-the-counter medications and supplements taken in the last 14 days on the doping control form.

Notice 11 January 2010: Beta-2 Agonists Change Status on the 2010 Prohibited List

With the introduction of the 2010 WADA Prohibited List on 01 January 2010, there have been changes in the status of certain beta-2 agonists, which are commonly found in asthma medications. Inhaled Salmeterol no longer needs a TUE form – you MUST declare it on the Doping Control Form when you are tested.

Inhaled Salbutamol (up to a maximum dose of 1600 mcg (micrograms) over 24 hours) no longer requires a TUE form but you MUST declare it on the Doping Control Form when you are tested. As a general rule the normal recommended adult dose for a salbutamol metered dose inhaler is two puffs of 100 mcg (micrograms) per puff, up to four times daily.

Salbutamol is still prohibited when administered by any route other than inhalation, e.g., oral (pill form). If

salbutamol is detected during drug testing procedures at a level above 1000 ng/mL, the athlete will have the burden of demonstrating through a controlled study that this urinary level was the result of therapeutic inhaled use of this medication.

All other Beta-2 agonists such as formoterol, fenoterol, terbutaline, salbutamol (>1600 micrograms over 24 hours) are still prohibited and require a TUE application.

An asthma TUE application must include (along with a completed TUE form) a medical file with the following information:

- 1) A complete medical history with specific focus on the respiratory system
- 2) A comprehensive report of the clinical examination with specific focus on the respiratory system
- 3) A report of spirometry with the measure of the Forced Expiratory Volume in 1 second (FEV1)
- 4) If airway obstruction is present, the spirometry will be repeated after inhalation of a short acting Beta-2 Agonist to demonstrate the reversibility of bronchoconstriction
- 5) In the absence of reversible airway obstruction, a bronchial provocation test is required to establish the presence of airway hyperresponsiveness
- 6) Exact name, speciality, address (including telephone, e-mail, fax) of examining physician.

Athletes can easily check out the status of their asthma medications, bought in the Republic of Ireland, checking the 'Drugs in Sport Database' on www.eirpharm.com. Medications bought in Northern Ireland should be checked on www.globaldro.com.

The following chart lists common asthma medications and whether a TUE is required or not.

Athletes must remember to declare all asthma medications on the Doping Control Form when they are drug tested

Criteria for Granting a Therapeutic Use Exemption Retroactively

Criteria for Granting a Therapeutic Use Exemption Retroactively can be found in Article 4.5 of the Irish Anti Doping Rules 2009 Version www.irishsportsCouncil.ie

Article 4.5.1 states "An application for a TUE shall not be considered for approval by the TUE committee after a laboratory has reported an Adverse Analytical Finding except where:

4.5.1.3 The application was made by an athlete who is neither in the Irish Sports Council Registered Testing Pool or the Registered Testing Pool of the applicable International Federation and is for Use of inhaled formoterol, salbutamol, salmeterol or terbutaline.

All athletes on the Irish Sports Council Registered Testing Pool are notified in writing by the Irish Sports Council Anti Doping Unit.

It should be noted that if a rider intends to compete in any race on the various UCI Racing Calendars then the appropriate authority is the UCI. However if the rider will only be competing in domestic races then the appropriate authority is the Irish Sports Council.

The TUE application form may be downloaded from the relevant website, either www.irishsportsCouncil.ie (Anti Doping Section) or www.uci.ch and select the appropriate discipline. Click the Health/anti-doping link and select anti doping commission, followed by Downloads. The TUE application form will be considered by the Appropriate Authorities TUE Committee, which will grant the TUE subject to the application being completed to their satisfaction, signed off by a doctor and accompanied by the necessary supporting paperwork.

Further information may be obtained from Cycling Ireland's Medical Officer and Anti-Doping Officer at Kelly Roche House or by reference to the Irish Sports Council's Anti Doping Unit at +353 1 860 8800

Details of permitted / banned medication can be viewed on www.eirpharm.com or www.didglobal

It is important to check the relevant websites (all mentioned above) for updates to the Rules, TUE's and the Banned List as WADA, IF'S AND NADO'S can make changes periodically.

Cycling Ireland Procedures regarding Filing Failure and/or Missed Test

Whereabouts Filing Failure / Missed Tests. Where one of CI's athletes fails to submit their whereabouts in time or an athlete has a missed test then the athlete will be subjected to a formal interview. The panel to consist of CI ADO, the HPD, the CEO and a Board representative. If the CEO or HPD are not both available then as long as one of them is available then the interview may proceed.

Squad Testing

In line with International Best Practice, most National RTP's are reducing in number. The relevance of this is that athletes remaining on a national RTP will be tested more frequently, and also more unannounced Squad testing will be carried out. Cycling Ireland Athletes should be aware that while participating in any organised squad session by Cycling Ireland either Elite or Developmental, they may be required to submit themselves for Anti-Doping Tests

True Champion or Cheat

Cycling Ireland has agreed to promote this UCI initiative. Initially the Board expects all athletes on the RTP to complete the current modules and indeed would like to see those involved in coaching both full and part time also completing the modules. The module can be down loaded at www.truechampionorcheat.org or by clicking in the UCI website www.uci.ch .

APPENDIX AT.2 - EQUIPMENT

The UCI Equipment Regulations are mandatory for all Cycling Ireland, Track, Road and Cyclo Cross Races. These can be viewed on the UCI website. www.uci.ch. However the following synopsis is issued as a guide to competitors in the setting up of their bicycle for competition.

1. The bicycle is a vehicle with 2 wheels of equal diameter. The front wheel shall be steerable; the rear wheel shall be driven through a system comprising pedals and a chain.
2. Wheel diameter may vary between 55cms and 70cms including the tyre. For cycle-cross the width of the tyre shall not exceed 33mm, and it may not incorporate any form of spike or stud. For massed start road races and cycle-cross races, only wheel designs granted prior approval by the UCI may be used. Wheels will have a minimum of 12 spokes. Spokes can be round, flattened or oval provided that no dimension of cross section exceeds 10mm. However standard (traditional) wheels which have 16 metal spokes or more are not subject to UCI approval. Notwithstanding spokes may be round, flat or oval provided that no dimension of their cross section exceeds 2.4mm. The rim section must not exceed 2.5cm on each side.
3. The weight of the bicycle shall not be less than 6.8 kilograms.
4. The rider shall assume a sitting position on the bicycle. This position requires that he be supported solely by the pedals, the saddle and the handlebars.
5. The bicycle should have a handlebar, which allows it to be ridden and manoeuvred in any circumstances and in complete safety.
6. The bicycle shall be propelled solely, through a chainset, the legs moving in a circular movement.
7. All bicycles shall have their wheels securely fastened to their frame and tyres, if of tubular construction, secured firmly to the rims by tubular cement or similar means.
8. Handlebar ends shall be plugged not merely covered by tape.
9. Bicycles used for track racing shall not be fitted with freewheels, quick release wheels, wingnuts, brakes or similar accessories except by permission of the Track Commissaire.
10. It is recommended that the sprocket be secured by a locking device on a bike used for track racing.
11. Bicycles used for road racing shall be fitted with a freewheel and two independent brakes in good working order with their brake levers securely fastened to the handlebars.
12. Pumps, spare tyres and race computers must be securely fastened. All other equipment not essential for racing purposes must be removed.
13. When a rider is found to be using a machine, which in the opinion of the Chief Commissaire presents a danger to himself or others he shall be withdrawn from the race by the Chief Commissaire and reported to Cycling Ireland.
14. It is the responsibility of the competitor and/or the parent or guardian in the case of competitors under 19 years of age to ensure that for every race held under Cycling Ireland regulations the bicycle to be used is in a safe condition.
15. The peak of the saddle, whose length shall be between 24cms and 30cms, shall be a minimum of 5cms to the rear of a vertical line passing through the bottom bracket axle. This restriction shall not apply to a bicycle to be used for flying lap, flying 200m, team sprint, sprint races, kieran or track time trials up to 1km, (nor for morphological reasons). However in no circumstances shall the back of the saddle extend in front of a vertical line passing through the bottom bracket axle.

16. In road, cycle-cross and track sprint races, only traditional type of handlebars may be used. The point of support for the hands must be positioned within the area defined as follows: Above – by a horizontal line passing through the horizontal plane of the saddle top. Below – by the horizontal line passing through the highest point of the two wheels. Rear – by the axis of the steerer tube. Front – by a vertical line passing through the front wheel spindle. This front position can be extended to 5cms subject to morphological reasons, and for track sprint or kieran race this can be extended to a max of 10cms.
17. For road and track time trials and pursuit races an extension may be added to the steering system. Any such extension must only allow a position in which the forearms are in the horizontal plane. The distance between the vertical line passing through the bottom bracket axle and the extremity of the handlebars may not normally exceed 75cms for morphological reasons this may be extended up to 80cms. The limits set above, below and rear in rule AT2.16 remain as defined. A support for the elbows or forearms is permitted.

For road time trials brake or gear levers may extend beyond the 75cms limit provided they do not constitute a change of use by providing an alternative hand position beyond 75cms.

18. Morphological reason is defined as everything to do with the size and limb length of the rider relative to saddle position. A rider satisfies this criteria if the point of the knee when in a pedalling position is behind a vertical line passing through the pedal spindle nevertheless any rider availing of the morphological dispensation must advise the Commissaire at registration. Similarly for the position of add on bars relative to the 75/80cms dimension the angle between the forearm and the upper-arm must not exceed 120 degrees.
19. Any device added or blended into the structure, that is designed to decrease or which has the effect of decreasing resistance to air penetration or artificially to accelerate propulsion such as a protective screen, fuselage form of framing or the like shall be prohibited.
20. The use of Radio Links or other means of Remote Communication with or between riders is strictly forbidden in all Cycling Ireland Races.

APPENDIX AT.3 – “BEGINNER YOUTH” RACES

1. Riders must be in possession of a current standard licence (12, 14 or 16).
2. Riders bicycles will not be required to satisfy the Equipment Regulations as detailed in Appendix AT2.
3. Riders bicycles must be in a safe condition.
4. Riders will not be restricted to the gearing requirements as detailed in rule T4.A1.1.
5. Races will be held over a maximum distance of 5 miles (road) or a maximum time of 30 minutes (off road).
6. All races will be handicapped based on the three youth age groups as defined in rule T2.2. That is, in a race, riders with a 12 licence shall be given a head start over 14 riders and finally 16's. Girls may start in the group below their 'actual' age category.
7. Notwithstanding rule AT.3.6 above, the organiser/handicapper may move any rider to another group if he is considered weaker or stronger than others within his age category.
8. Riders may compete in any clothing that does not present a danger to them.
9. All riders must wear rigid safety headgear for all races.
10. Riders must sign on prior to starting in any race, and such standard Cycling Ireland sign on sheets should be entitled Beginner Youths, with a section for each of the three age categories (12, 14, 16), to facilitate the handicapper.
11. Points will be awarded to the first 5 riders as follows in all Beginner Youth races 5-4-3-2-1.
12. Upon obtaining a total of 20 points in Beginner Youth races, Beginner Youths must transfer to the appropriate Youth Category.

APPENDIX AT.4 - SCALE OF PENALTIES FOR RACE INCIDENTS

Under the penalties defined below there are certain offences, which call for a report to be submitted by the Commissaire to the Provincial Executive. Any action proposed by the Provincial Executive in respect of such a report, provided it is judged by the Board of Cycling Ireland to be fair and just, will be endorsed and supported by the Board by whatever means it deems appropriate.

The penalties listed in the following scale should be applied in most cases however; the penalties may be increased to double by the Commissaire in very serious cases.

Moreover, a rider or other licence holder committing a serious breach of conduct/regulations may be disqualified or excluded from the race by the Commissaire.

All financial penalties (fines) will be due to Cycling Ireland

Notwithstanding the above, race incidents shall be punished in accordance with the following scale:

Reg	Race Incident	Stage Race	One Day Race
1	Starting race without signing on prior to start	Disqualification and report to Provincial Executive	Disqualification and report to Provincial Executive
1.1	Failure to sign stage start sheet	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1min. penalty	
1.2	Signing on for another rider	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1min. penalty	Report to Provincial Executive
1.3	False declaration, licence tampered with, invalid or not presented	Permission to start withheld or disqualification and report to Board	Permission to start withheld or disqualification and report to Board
1.4	Participation in a race after having abandoned another without having firstly sought the permission of the Commissaries Panel and the Organiser of the abandoned race	Disqualification	Disqualification
2	Bicycle		
2.1	Presentation at the start of a race with a bicycle not conforming to the regulations	Permission to start withheld	Permission to start withheld
2.2	Use of a bicycle in a race that does not conform to the regulations	Disqualification	Disqualification
3	Clothing		
3.1	Reporting at the start insufficiently or incorrectly dressed or with torn or improper attire	Permission to start withheld	Permission to start withheld
3.1.2	Rider riding or attempting to start, wearing the colours of someone other than their club or team	Permission to start withheld or disqualification and report to Provincial Executive	Permission to start withheld or disqualification and report to Provincial Executive
3.1.3	Failure to wear a jersey identical to that of other members of the same team (except where it is provided for in the regulations)	1 st offence: Warning 2 nd offence: 10 seconds penalty 3 rd and subsequent offences: 1min. penalty	Permission to start withheld
3.2	Presentation at the start of a race without mandatory helmet	Permission to start withheld	Permission to start withheld
3.3	Rider momentarily removing, incorrect wearing of mandatory helmet during the race or failure to secure chin strap	1 st offence: Warning 2 nd offence: disqualification and report to Board	1 st offence: Warning 2 nd offence: disqualification and report to Board
4	Numbers		
4.1	Back, shoulder or frame number changed or badly positioned	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	1 st offence: Warning 2 nd offence: permission to start withheld
5	Back, shoulder or frame numbers missing, unrecognisable or obscured	Relegation to last place in their finishing bunch	Relegation to last place in their finishing bunch
6	Non return of race numbers after race	Warning and report to Provincial Executive	Warning and report to Provincial Executive

7	Putting on or taking off a garment against the regulations	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	1 st offence: Warning 2 nd offence: disqualification
8	Non regulation assistance to a rider of another team	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: disqualification	1 st offence: Warning and report to Provincial Executive 2 nd offence: disqualification
9	Flying relay		
9.1	Between members of the same team	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: 3 min. penalty 4 th offence: 5 min. penalty 5 th offence: disqualification Applicable to both riders During intermediate sprints: as above plus relegation to last in the group For offence in the last km: The offending riders shall be relegated to the end of group in which they finished. The above penalties should be doubled	1 st offence: relegation to last places in group 2 nd offence: disqualification Applicable to both riders
9.2	Between members of different teams	1 st offence: 1 min. penalty 2 nd offence: 3 min. penalty 3 rd offence: disqualification Applicable to both riders During intermediate sprints: as above plus relegation to last in the group For offence in the last km: The offending riders shall be relegated to the end of group in which they finished. The above penalties should be doubled	Disqualification of both riders
10	Sprint		
10.1	Deviating from selected line, endangering other riders	1 st offence: 1 min. penalty and relegation to last in group involved in the sprint 2 nd offence: 2 min. penalty and relegation to last in group involved in the sprint 3 rd offence: disqualification The commissaires panel may in a particularly serious case, disqualify a rider for the first or second offence	Disqualification
10.2	Irregular sprint	1 st offence: 1 min. penalty and relegation to last in group involved in the sprint 2 nd offence: 2 min. penalty and relegation to last in group involved in the sprint 3 rd offence: disqualification The commissaires panel may in a particularly serious case, disqualify a rider for the first or second offence	Disqualification
10.2.1	Holding the handle-bar with one hand when crossing the finishing line during a close sprint	1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	Warning and report to Provincial Executive
10.2.2	Releasing the handle-bars when crossing the finishing line during a close sprint	1 st offence: Relegation to last place in the group involved in the sprint 2 nd offence: Disqualification	Relegation to last place in the group involved in the sprint and report to Provincial Executive
10.3	Jersey pulling	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: disqualification	1 st offence: Warning 2 nd offence: disqualification
10.3.1	Jersey pulling in the last km of the race	1 st offence: 1 min. penalty and relegation to last place in group 2 nd offence: disqualification.	Disqualification
11	Pushing		
11.1	Pushing off against a vehicle, motorcycle or rider	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: 3 min. penalty 4 th offence: 5 min. penalty 5 th offence: disqualification	1 st offence: Warning 2 nd offence: disqualification

11.1.1	Pushing by persons in motor vehicle or on motorcycle	1 st offence: 2 min. penalty 2 nd offence: 3 min. penalty 3 rd offence: disqualification Other licence holder: €25 fine on each occasion	1 st offence: warning 2 nd offence: disqualification Other licence holder: €25 fine on each occasion
11.2	Pushing amongst team mates	Each rider involved 1 st offence: 10 seconds penalty 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	Each rider involved 1 st offence: warning 2 nd offence: Disqualification
11.3	Pushing a member of another team	Each rider involved 1 st offence: 1 min. penalty 2 nd offence: disqualification	Each rider involved 1 st offence: warning 2 nd offence: Disqualification
11.4	Being pushed by a spectator	1 st offence: 10 seconds penalty 2 nd offence: 20 seconds penalty 3 rd offence: 30 seconds penalty 4 th offence: 1 min. penalty 5 th offence: disqualification	1 st offence: Warning 2 nd offence: disqualification
12	Wilful obstruction of a rider or a team vehicle Creating a dangerous situation	Rider 1 st offence: Warning or 30 seconds penalty (depending upon seriousness) 2 nd offence: 1 min. penalty 3 rd offence: disqualification Team Manager or other licence holder 1 st offence: €25 fine and/or relegation to last vehicle in cavalcade for the following stage, or removal from cavalcade 2 nd offence: Exclusion from race The Commissaires Panel may in particularly serious cases, disqualify a rider or exclude any other licence holder from the race for the 1 st offence.	Rider 1 st offence: Warning 2 nd offence: disqualification Team Manager or other licence holder 1 st offence: €25 fine 2 nd offence: Exclusion from race The Commissaires Panel may in particularly serious cases, disqualify a rider or exclude any other licence holder from the race for the 1 st offence.
12.1	Failure to obey statutory traffic regulations or laws	Penalties may be levied by the Commissaires panel depending upon the seriousness of the infringement. Penalties may be warnings, time penalties, fines and/or disqualification.	Penalties may be levied by the Commissaires panel depending upon the seriousness of the infringement. Penalties may be warnings, time penalties, fines and/or disqualification.
13	Prohibited assistance to another rider during a circuit finish	Each rider involved 1 st offence: warning 2 nd offence: 2 min. penalty and relegation to last finishers on stage 3 rd offence: disqualification	Each rider involved 1 st offence: Warning 2 nd offence: disqualification
14	Wilful deviation from the course, attempting to be placed without having covered the entire course by bicycle, resuming the race after having accepted a lift in a vehicle or on a motorbike	Disqualification	Disqualification
15	Unintentional detour of the circuit resulting in an advantage	Relegation to last place on stage with the time of the last rider (who is inside the time limit)	Disqualification
16	Passing a level crossing which is already closed	A rider who causes other riders to cross shall be disqualified All other riders: 1 st offence: 3 min. Penalty 2 nd offence: disqualification	A rider who causes other riders to cross shall be disqualified All other riders: 1 st offence: Warning 2 nd offence: disqualification
17	Cheating, attempted cheating, collusion between riders of different teams	Not allowed to start or disqualification Team Manager or other licence holder: whether author, participant or accomplice. €125 and report to Board	Not allowed to start or disqualification Team Manager or other licence holder: whether author, participant or accomplice. €125 and report to Board
18	Rider holding on to his own team vehicle	Disqualification Team Manager or other team representative: €40 fine and relegation to rear of cavalcade or exclusion from cavalcade and report to Provincial Executive	Disqualification Team Manager or other team representative: €20 fine and report to Provincial Executive

18.1	Rider holding onto some other motor vehicle	Disqualification Other licence holder: €40 fine and report to race organiser and report to Provincial Executive	Disqualification Other licence holder: €20 fine and report to Provincial Executive
19	Sheltering behind or falling into the slip stream of a vehicle		
19.1	Briefly (less than 10 seconds)	1 st offence: 10 seconds penalty 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. penalty 4 th offence: 3 min. penalty 5 th offence: disqualification Team Manager, other team representative or licence holder: €20 fine and report to Provincial Executive	1 st offence: Warning 2 nd offence: disqualification Team Manager, other team representative or licence holder: €10 fine and report to Provincial Executive
19.2	For some time	1 st offence: 2 min. penalty 2 nd offence: disqualification Team Manager, other team representative or licence holder: €30 fine and report to Provincial Executive	Disqualification Team Manager, other team representative or licence holder: €15 fine and report to Provincial Executive
20	Non regulation service or medical assistance	1 st offence: 10 seconds penalty 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. penalty 4 th offence: disqualification	1 st offence: Warning 2 nd offence: disqualification
21	Team assistant leaning out or holding equipment out of a vehicle	1 st offence: €15 fine 2 nd and subsequent offences: €30 fine and relegation to rear of cavalcade	1 st offence: €15 fine 2 nd and subsequent offences: €30 fine and relegation to rear of cavalcade
22	Motorcycle carrying equipment other than wheels	€15 fine and exclusion from race	Warning and report to Provincial Executive
23	Unauthorised refreshment/feeding i.e. outside feeding zones	1 st offence: 30 seconds penalty 2 nd offence: 1 min. penalty 3 rd offence: 3 min. penalty 4 th offence: 5 min. penalty 5 th offence: disqualification Team Manager, other team representative or licence holder: €20 fine and report to Provincial Executive	1 st offence: Warning 2 nd offence: disqualification Team Manager, other team representative or licence holder: €20 fine
24	Non- regulation supply of refreshments i.e. on a climb etc	1 st offence: 10 seconds penalty 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. penalty 4 th offence: 3 min. penalty 5 th offence: disqualification Team Manager, other team representative or licence holder: €15 fine and report to Provincial Executive	1 st offence: Warning 2 nd offence: disqualification Team Manager, other team representative or licence holder: €15 fine
25	Breach of regulations concerning vehicle movements during the race	Team Manager or other licence holder €40 fine	Team Manager or other licence holder €40 fine
26	Obstructing the progress of an official vehicle	Rider 1 st offence: Warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty Team Manager or other licence holder 1 st offence: Warning 2 nd offence and subsequent offences: €20 fine	Rider 1 st offence: Warning 2 nd offence: disqualification Team Manager or other licence holder 1 st offence: Warning 2 nd offence and subsequent offences: €20 fine
27	Abandoning a Commissaire travelling in a team vehicle during the race	Not Applicable	Not Applicable
28	Failure to respect instructions by the Race Administration or the commissaires	Rider 1 st offence: Warning 2 nd offence: 10 seconds penalty 3 rd and subsequent offences: 30 second penalty Team Manager or other licence holder €40 fine	Rider 1 st offence: Warning 2 nd offence: disqualification Team Manager or other licence holder €40 fine
28.1	Failure to respect instructions concerning a vehicle	Vehicle sent to back of cavalcade for the entire stage in question and for 1 to 3 following stages depending on gravity of offence	Vehicle sent to back of cavalcade
28.2	Team vehicle passing a bunch of riders without the agreement of a Commissaire	Team Manager or other licence holder 1 st offence: €20 fine 2 nd and subsequent offence: €50 fine	Team Manager or other licence holder 1 st offence: €20 fine 2 nd and subsequent offence: €50 fine

29	Insults, threats, unseemly behaviour	Report to Race Organiser and Provincial Executive In particularly serious cases the panel may decide to disqualify and/or fine the rider, or fine and/or exclude a team manager or other team representative from the race	Warning and report to Provincial Executive In particularly serious cases the Commissaire may decide to disqualify and/or fine the rider, or fine and/or exclude a team manager or other team representative from the race
29.1	Unseemly behaviour at gathering points in towns or hotels	Report to Race Organiser Provincial Executive	Warning and report to Provincial Executive
29.2	Acting in a manner which may offend public decency or morality	Report to Race Organiser In particularly serious cases the panel may decide to disqualify and/or fine the rider, or fine and/or exclude a team manager or other team representative from the race	Warning and report to Provincial Executive
29.3	Being disrespectful to Race Officials or spectators	1 st offence: Warning and report to Provincial Executive 2 nd offence: €20 fine 3 rd and subsequent offences: €50 fine	1 st offence: Warning and report to Provincial Executive 2 nd offence: €20 fine 3 rd and subsequent offences: €50 fine
29.4	Being offensive verbally or in writing to Race Commissaires, administration, organisers or spectators. Blameable behaviour towards an opponent on the race. Displaying a hostile attitude towards race officials or race organisers	Report to the Race Organiser. A fine may be levied according to severity. In particularly serious cases the panel may decide to disqualify the rider or exclude a team manager or other team representative from the race	1 st offence: Warning and report to Provincial Executive 2 nd offence: disqualification
30	Acts of violence		
30.1	Among riders	Disqualification and €60 fine and report to Board	Disqualification and €60 fine and report to Board
30.2	Towards anyone else	Any licence holder Disqualification and €60 fine and report to Board	Any licence holder Disqualification and €60 fine and report to Board
31	Theft of food, drink or any other goods during the race	Disqualification and report to Provincial Executive	Disqualification and report to Provincial Executive
32	Carrying a glass container	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. Penalty 4 th and subsequent offences: 3 min. penalty	1 st offence: Warning 2 nd offence: disqualification
33	Illegal or dangerous throwing of an object The throwing of an object into the crowd	1 st offence: warning 2 nd offence: 1 min. penalty 3 rd offence: disqualification Report to Provincial Executive for each offence.	Warning and report to Provincial Executive
34	Discarding a glass object	1 st offence: 2 min. penalty 2 nd offence: disqualification	Disqualification
35	Recrossing the finish line in the direction of the race while still wearing a race number	1 st offence: Warning 2 nd and subsequent offences: 10 second penalty	Warning
36	Failure (without good reason) to attend official ceremonies	Fine equivalent to 50% of the prize money or €25 which ever is the greater	Fine equivalent to 50% of the prize money or €25 which ever is the greater
37	Using a mobile telephone during a race	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd offence: 1 min. Penalty 4 th and subsequent offences: 3 min. penalty	1 st offence: Warning 2 nd offence: disqualification
37Add	Mechanical assistance, refreshments and behaviour of a team manager and/or rider which damages the image of cycling	€20 fine, for relevant parties and Vehicle sent to back of cavalcade for the following road stage and report to Provincial Executive	€20 fine for relevant parties and report to Provincial Executive
	ROAD STAGE RACES		
38	Failure to wear an awarded leader's jersey or one-piece	1 min penalty and not allowed to start until properly attired	
39	Demonstration or collusion to avoid being eliminated	Elimination	
	INDIVIDUAL ROAD TT RACES (Applicable to stage races only)		
40	Riders failing to respect regulation distances or gaps	1 st offence: 30 seconds penalty 2 nd offence: 1 min penalty 3 rd offence: disqualification	
40.1	Slip-streaming	...x... seconds penalty according to scale of penalties table in Cycling Ireland Technical Regulations	

40.2	Tail gaiting a vehicle over a distance of at least 300m	Disqualification Team manager or other team representative: €30 fine	
41	Following vehicle failing to respect a distance of 10m	Rider 20 seconds penalty Team manager or other team representative: €20 fine	
42	Breach of regulations concerning the circuit and warming up	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	
	TEAM ROAD TT RACES		
43	Riders failing to respect regulation distances or gaps	1 st offence: 30 seconds penalty 2 nd offence: 1 min penalty 3 rd offence: disqualification	
43.1	Slip-streaming from another team	...x... seconds penalty according to scale of penalties table in Cycling Ireland Technical Regulations	Disqualification
44	Pushing amongst riders of the same team	1 min penalty for the team and each of the riders involved in the General Classification	Disqualification
45	Following vehicle failing to respect a distance of 10m	Rider 20 seconds penalty Team manager or other team representative: €20 fine	
46	Breach of regulations concerning the circuit and warming up	1 st offence: warning 2 nd offence: 30 seconds penalty 3 rd and subsequent offences: 1 min. penalty	
	CYCLO-CROSS RACES		
47	Non-regulation exchange of material		Disqualification
48	Riders failing to respect the starting order		Moved to rear of Starting Grid
49	Lapped riders continuing after having been told by a race official to stop		Disqualification
50	Unauthorised refreshments		Disqualification

APPENDIX AT.5 - TABLE OF PENALTIES FOR STAGE RACE TIME TRIALS

Table of Time Penalties in Stage Race Time Trials																																
Dist in	Speed in Kph																															
Metres	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
50	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	
100	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	4	4	4	4	4	5	5
150	1	1	1	1	1	2	2	2	2	2	3	3	3	3	3	3	4	4	4	4	4	4	5	5	5	5	5	5	5	5	6	6
200	2	2	2	2	2	2	3	3	3	3	3	4	4	4	4	4	5	5	5	5	5	5	6	6	6	6	6	6	6	7	7	7
250	2	2	2	2	3	3	3	3	4	4	4	4	4	4	5	5	5	5	5	6	6	6	6	7	7	7	7	7	8	8	8	9
300	2	2	3	3	3	3	4	4	4	4	4	4	5	5	5	6	6	6	7	7	7	7	8	8	8	9	9	9	10	10	11	12
350	3	3	3	3	3	4	4	4	4	5	5	5	5	6	6	6	7	7	7	7	8	8	8	9	9	10	11	11	12	13	14	15
400	3	3	3	3	4	4	4	5	5	5	5	6	6	7	7	8	8	9	9	9	9	10	10	11	12	13	14	15	16	17	18	19
450	4	4	4	4	5	5	5	6	6	6	6	7	7	8	8	9	10	11	11	12	12	13	14	15	16	17	18	19	20	22	23	
500	4	4	4	5	5	5	6	6	7	7	7	8	8	9	9	10	11	12	12	13	14	15	16	17	18	20	21	22	24	26	28	
550	5	5	5	6	6	6	7	7	8	8	8	9	10	10	11	12	13	14	15	16	16	17	18	20	22	24	26	27	29	31	33	
600	5	5	6	6	7	7	8	8	9	9	10	11	11	12	12	13	14	15	16	17	19	20	21	23	25	27	29	31	33	35	38	
650	6	6	6	7	7	7	8	8	9	10	11	12	12	13	14	15	16	17	18	20	22	23	25	27	29	31	33	35	37	40	43	
700	6	6	7	7	8	8	9	9	10	12	13	14	15	16	17	18	19	20	21	23	25	27	29	31	33	36	38	40	42	46	49	
750	6	7	7	8	8	8	9	10	11	13	14	15	16	17	18	20	21	22	24	26	28	30	32	35	37	40	42	44	47	50	55	
800	7	7	7	8	9	9	10	11	12	14	15	16	17	19	21	23	24	25	27	29	31	33	36	39	42	45	47	49	52	56	61	
850	7	7	8	9	9	10	11	13	14	15	17	18	19	21	23	25	27	29	31	33	35	37	40	43	47	50	53	56	59	62	68	
900	7	8	9	10	11	12	13	14	15	17	19	20	22	24	26	28	30	32	34	36	39	42	45	48	51	55	58	61	65	69	75	
950	8	9	10	11	12	13	14	15	17	19	21	23	25	27	29	31	33	35	37	39	42	45	48	51	55	60	64	67	71	75	82	
1000	8	9	11	12	13	14	15	17	19	21	23	25	27	29	31	34	36	38	40	43	46	49	52	56	60	64	68	72	77	82	90	

APPENDIX AT.6 - MOUNTAIN BIKE REGULATIONS

Note to Organisers:

These regulations have been adopted and amended from the UCI General Regulations in an effort to bring the Irish NPS and National Championships up to international standard. Cycling Ireland wishes to seek an overall improvement in the standards of all races and courses to prepare riders for competing against the world's best. Full compliance with the standards will initially be expected only from National Championship and NPS races, with Cycling Ireland and its officials operating a flexible approach to a wider application of the standards by other organisers. The only exception to this will be regulations relating to the safety of competitors and others involved in any promotion.

ARTICLE 1 - GENERAL RULES

1. Mountain Bike Competition Types

The mountain bike discipline includes the following race types:

- A Cross-country: XC
Olympic Cross-country: XCO
Marathon Cross-country: XCM
Cross-country point-to-point: XCP (point to point)
Short circuit Cross-country: XCC (Criterium)
Cross-country time trial: XCT (Time Trial)
Cross-country team relay: XCR (Team Relay)
- B Downhill: DH (downhill)
Individual downhill: DHI
Massed-start downhill: DHM
4X (Four Cross)
Parallel slalom: DS (Dual Slalom)
- C Stage races

2. Age Categories - Licenses

- A Age categories are covered under Chapter T2.2 however there is one additional category for Mountain biking.

SuperVet - an optional class for those in the 40 year or over age group
- B A license conforming to the general regulations of the U.C.I. will be issued by Cycling Ireland to all Mountain Bike competitors as required.
- C Licenses are valid for each calendar year and must be presented by all riders before they may be allowed to compete in a race.

3. Other categories

Cycling Ireland may have other classifications for domestic races based on the age and/or technical ability of its riders. (Example - Novice, Senior, Sport, Expert).
Age guidelines: Novice/Sport: 18 years and over. Expert: 18 years and over.

4. Single Sponsored Rider

Solely for the purposes of competing in Mountain Bike races a rider may apply for a licence as a single sponsored rider. The rider applying may be one of the following:

- a) A member of an existing Cycling Ireland registered club with a full or restricted MTB licence.

Applicant will require a letter from current club signed by one of the senior club officers giving permission for the rider to ride as a single sponsored rider and either a copy of the contract or a letter of intent from the sponsor. Upon receipt of this paperwork CI will issue a letter of authority giving permission for the rider to compete in MTB events as a single sponsored rider.

b) An unattached member with a full licence

Applicant will require to submit either a copy of contract or a letter of intent from the sponsor. Upon receipt of this paperwork CI will issue a letter of authority giving permission for the rider to compete in MTB events as a single sponsored rider.

c) An unattached member with a restricted MTB licence.

Applicant may apply for a replacement MTB restricted licence showing sponsor. Application must be accompanied by either a copy of contract or a letter of intent from the sponsor.

Note:

I) In all cases riders, when competing in MTB races, must compete in the clothing of the sponsor or in plain clothing

II) A single sponsored rider may only compete for his sponsor in MTB events and may not compete for his club whilst he holds a letter of authority to compete as a single sponsored rider.

III) The letter of authority must be available for inspection by the Chief Commissaire at any MTB event in which the rider is competing.

IV) The fee in respect of this letter of authority will be the same amount as that required for a replacement licence.

5. National Champs

National Championship Medals and Jerseys will only be awarded to those riders with a UCI code of IRL in accordance with UCI regulations. National Championship medals will only be awarded in: Elite, Espoir, Junior, Master, Vet.

If the organiser considers that the number of entrants do not justify running separate events then the Elite, Veteran and Masters then these may be combined into one event. However for purposes of awarding national championship status a National Champions Jersey will be awarded in each of the categories to the highest placed finisher in that category irrespective of their position in the combined event. Similarly championship medals will be awarded in line with the Cycling Ireland Technical Regulations in that if there are 5 or less eligible riders then only two individual medals will be awarded and if there are 3 or less eligible riders then only one medal will be awarded.

Riders must indicate at sign on their category which must be in keeping with their CI licensing details.

6. Age Restrictions

XC- minimum age for National Championships/NPS	6 years and over
DH- minimum age for all DH races	12 years and over
XCM- Marathon	19 years and over
Stages Races	19 years and over
International DH races	17 years and over
Four Cross races	17 years and over

7. Commissaire

A Commissaires will be assigned to each race by the Mountain Bike Commission, except in the case whereby the commissaire has been appointed by a Provincial Executive. In the case of National Championships the Chief Commissaire will be assigned by the MTB Commission any additional Commissaires required will also be assigned by the Mountain Bike Commission.

B He/she is responsible for the overall competition. Supervises the start arrangements, the officials, other officials (the Commissaires) and the results service. Ensures the application and respect of the regulations in all circumstances and collaborates with the Race Organiser in the completion of his/her duties. Will discuss any penalties with the appropriate officials.

C The Commissaires must be provided with suitable facilities for their work, and a covered area at the start and finish line(s).

D The race organisation must provide radios for the Commissaire.

8. Race director

The Race Director will co-ordinate the organisation of the race and ensure that adequate personnel for each duty are available. Will ensure that training and competition can be safely held. Will arrange provision of all necessary equipment and facilities for the timing of the race.

9. Race officials

Race Officials will be placed at strategic points around the course to ensure compliance with the regulations. Race Officials will collaborate with the Commissaire in the completion of their duties and report any accidents or infringement of regulations to the Commissaire. They will avoid discussing alleged incidents with riders, team officials or spectators.

10. Marshals

A The race organisation must provide enough marshals to ensure the safety of the riders and spectators. Marshals must be properly briefed and issued with course maps which provide simple reference points for locating accidents. Furthermore, the Race Organiser must ensure that the marshals are fully conversant with all relevant Cycling Ireland Regulations.

B The minimum age for a marshal is 18 years of age. Marshals must be positioned to provide sufficient radio control points along the course. They should each have food, drink, appropriate clothing, a whistle, a radio. They should be easily identifiable with a distinct mark or uniform. All spectator crossings must have at least two marshals - one on each side of the course to ensure that spectators can safely cross the course.

11. Timekeepers

Will time each competitor and collaborate with the Commissaires at the start and the finish in the completion of their duties.

12. Rider safety

A Only essential vehicles of the organisation, security, safety and the media are permitted access to the course.

B Spectators, including those on bikes, must be kept off the course at all official training and racing times.

13. The venue / course

A The course for a mountain bike race should be totally rideable and include, where possible, forest roads and tracks, fields, earth or gravel paths. Paved or tarred/asphalt roads should not exceed 15% of the total course.

B The race organiser must set aside a warm up area near the staging area where riders may prepare themselves for the race.

C The race organisation and the registration area will be situated in a closed and covered area.

14. Identification of Riders during (training and) Competition

Competitors must fasten numbers supplied by the Race Organisation as follows:

A A number, or rider name, to be placed on the front of the bike - the Front Plate. These plates are applicable to all forms of Mountain Bike competition.

B The figures on the Number Plate must have a minimum height of 8 cm and a minimum width of 1.5 cm.

C All figures must be block figures.

- D The outside dimensions of all numbers must not exceed 18cm by 18 cm.
- E Only the organisation may place advertising on the numbers and plates.
- F Advertising on the Front Number Plate cannot exceed 6 cm in height maximum.
- G The background colour of all numbers should be white with the figures in black.
- H Race numbers must be waterproof.
- I Riders must not cut, fold or mutilate race numbers.

15. Clothing

- A Authorised advertising on a competitor's clothing shall be allowed with the exception of the National Champion's jersey when it is presented on the podium.
- B The jersey must be worn at all national and international races other than when the rider competes as a member of an Irish representative team. i.e. Olympic, World or European Championship races. The only other exception will be if the National Champion wins the leader's jersey of a stage race, particular international competition or series, or the World or Olympic Champion's jersey.
- C The National Champion's jersey may only be worn in the category and in the discipline of competition in which it was won.
- D It is compulsory to wear a protective helmet when racing or training on the course and such helmet must comply with the required safety standards defined in the General Regulations.

ARTICLE 2 – MOUNTAIN BIKE COMPETITION TYPES

1. Cross Country Racing:

Cross Country Circuit racing or "XCO", "XC"

A course should be a minimum of 2 kilometres around. The duration of the race varies from category to category.

2. Cross-country point to point racing or "PP"

A The course for a point to point race should be at least 10 km and no longer than 100 km and should involve appreciable amounts of climbing and descending.

B Massed start or individual start (time trial) formats are permissible. The course shall normally start in one location and finish in another, although a large loop starting and finishing at the same point is permissible.

3. Cross Country Short Course racing or "SC".

An SC course should be a maximum of 6 kilometres per lap. The start and finish should be in the same area. Natural and/or artificial obstacles will only be allowed if they are safe.

4. Cross Country Enduro racing or "EN".

A race taking place over one or more days incorporating speed averages and special tests such as bike handling skills (trials, slalom, or other mechanical skills (tire or tube change, cable or chain change, etc.)), and speed sections (time trial). Multiple checkpoints are required for proper scoring of the race. Speed averages, course distances, and the difficulty of the special tests must be balanced to allow riders with various strengths and abilities a fair opportunity to do well.

5. Marathon Cross-country: XCM

A The duration and distance of Marathon format cross-country races shall respect the following minima: minimum time minimum distance

<i>Marathon</i>	3 hours 60 km
<i>World cup marathon</i>	4 hours 80 km
<i>Continental Championships</i>	4 hours 80 km
<i>World championships</i>	4 hours 80 km

B The course must be marked every ten kilometres by a sign indicating the distance remaining to be raced.

C The course may not include any section to be covered twice.

D Riders shall start in a single group.

6. Downhill or "DH"

A downhill course should be all downhill. The course should be a mixture of single track, forest road, field tracks, forest tracks, and rocky tracks. There should be a mixture of rapid and technical sections. There should be little emphasis on pedalling, but rather the technical skills of the riders should be tested. Ideally the minimum course length should be 1.5 km and the maximum course length should be 3.5 km.

7. 4-Cross or "4X"

4-Cross is a competition that consists on qualifying round stage race series where four qualifying riders compete on a shared short downhill-type course. The winner and the second placed rider in each match qualify automatically for the subsequent round. The third placed rider may qualify via a repechage while the fourth is immediately eliminated. Times are not taken into account except at the qualification stage.

8. Dual Slalom or "DS"

A race where a series of elimination races are held between pairings of riders racing head to head down two parallel slalom courses.

9. Hill Climb or "HC"

A point to point course containing at least 80% of uphill riding. Group or single (time trial) starts are possible. The course starts in one location and finishes in another at a higher elevation.

10. Observed Trials or "OT"

Marked out sections with varying degrees of difficulty where the rider is penalised on a sliding points scale for mistakes made in attempting to "clear" sections. The trials regulations of the UCI Trials Commission will be used as a reference.

11. Stage Race or "SR"

A race judged on total time/points resulting from several races of the same or differing disciplines of racing over three or more days.

ARTICLE 3 – GENERAL RACE GUIDELINES

1. Preliminaries

- A The Commissaire will check that the course is correctly marked and safe prior to the commencement of official training. The checking and control of licenses and the signing on will take place in a covered area at the race venue.
- B The list of competitors must be finalised before the race starts and will ensure the category, type of race, distance, start time and, if appropriate, the start order.
- C The race course is fixed before the start and each rider will receive a map of the course when signing on.
- D Any last minute changes to race procedures must be made known to the riders at the start line before the start of their race.

2. The Start Procedure

- A In mass start races, staging of the riders must commence no later than 10 minutes before the scheduled start of the race. At 5 minutes prior to staging an announcement over the public address system must be made to advise when staging will begin, and again at 3 minutes prior to staging.
- B The start briefing will be given to all starters on the line by the Race/Start Commissaire and must include the following elements :
 - That the competition is run to C.I.-UCI Rules
 - A briefing as to the hazardous nature of mountain biking
 - A description of any obstacle deemed unusually hazardous by the Race Organiser and the Race Commissaire
 - A description of the Feed Zone if appropriate & confirm no. of laps and how start and/or restart will be sounded.
 - Location of First Aid Station.

- C Prior to the start of a mass start race a tape or ribbon will be held across the start line, behind which the riders will line up as they are called. Ideally for mass start races, start announcements will be made at 3, 2 minutes before the start, 1 minute, 30 seconds and 15 seconds. The Commissaire will then start the race somewhere between 15 seconds and 0 seconds. No countdown announcement can be given when there is less than 15 seconds remaining. In mass start races, the tape or ribbon used at the start must be removed at the 30 seconds start announcement. Mass start competitions should be started by a signal flag, whistle or pistol under the control of the Commissaire. The Commissaire is in control of the public address system from two minutes prior to the start, until the start has been completed.

3. The Race

- A Riders must complete the entire distance of the race and the responsibility for following the official course lies with the rider.
- B A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents.
- C If a rider exits the course for any reason, he/she must return to the course at the exact same point from which he/she exited.
- D A rider cannot seek and receive any technical assistance along the course from anybody including competitors. (Technical assistance is permitted between riders competing in the same team) See Article 3 Paragraph 7.
- E A rider may only change his/her bike or receive any technical assistance between races.
- F A rider must not use offensive or abusive language, act in an anti-sporting manner, be disrespectful to the officials or ignore the race regulations.
- G A rider must act in a polite manner at all times and permit any faster rider to overtake without obstructing.
- H Riders must respect the countryside and ride only on the official course. The rider must avoid polluting the area and must not leave any waste or litter.
- I No glass containers of any kind are permitted on or near the race course.

4. Equipment

- A All bicycles used in all forms of mountain bike competition must be powered by human power alone. It is forbidden to use metal screws or spikes in the tyres of the bicycle. Bikes must use a wheel on both front and back that is no bigger than 29 inches.
- B Any bicycle used in competition must be capable of safely and efficiently completing the task and must, as a minimum, be mechanically sound, have efficient brakes on all wheels and all reasonable steps must be taken to ensure the safety of the rider and others. As part of the latter, bar plugs are compulsory.
- C If, in the opinion of a scrutineer and/or commissaire, a bicycle fails to meet the above criteria the rider must take immediate steps to ensure the necessary steps are taken to remedy the shortcomings and ensure the scrutineers/commissaires requests are met. Failure to do so will result in exclusion from the competition.
- D For Four Cross an effective rear brake is required.

5. List of Penalties

- A The penalties applicable to anti-doping infractions are dealt with in the UCI Anti-Doping Regulations. Illegal repairs to the bike, change to the bike, unauthorised feeding or any unauthorised assistance received from any external source will result in disqualification.
- B Any manoeuvre with the intention of pulling a rider's jersey, or pulling or pushing a rider (by either the giver or the recipient of assistance), leaning on another competitor or offering irregular assistance to a rider from another team are all actions likely to give rise to declassification. Repeated offences shall render the riders involved liable to disqualification.
- C Obstruction of any rider in the final sprint, unsporting conduct towards another rider with the intention of restricting movement, taking a shortcut, substitution for another rider, taking both hands off the handlebars in the final sprint, that involves more than one rider, may result in relegation or disqualification.
- D Indecent conduct or foul language, disrespect to officials and/or to the public will be penalised. Repeated occurrences may lead to disqualification and a severe offence may justify a recommendation for suspension.
- E Fighting between competitors or with an official or member of the organisation or public will be penalised by disqualification and exclusion from the result. A severe offence can justify a recommendation for suspension.

6. Penalties

- A Penalties can be imposed according to the nature of the offence and one or more of the following can be used:
 - 1. Verbal warning
 - 2. Fine (Minimum 50 Euro)
 - 3. Relegation of position (by one or more positions).
 - 4. Time or points penalty
 - 5. Disqualification
 - 6. Suspension
- B When an offence is committed, the Chief Commissaire will inform the rider of the penalty. If he cannot inform the rider he will inform an official representative of his/her team. Ignorance of the regulations is not admitted as an excuse.

7. Protests

- A Any rider who considers he has been prejudiced by any action during the competition may submit a protest to the Chief/Race Commissaire after he/she has crossed the finish line. The rider must submit his/her protest in writing and it must be signed and presented within 15 minutes of the end of his/her race along with a fee of 40 Euro to the Chief/Race Commissaire. The Chief/Race Commissaire will send any funds collected in the form of fines and protests to Cycling Ireland headquarters together with their race report.
- B A protest against results must be submitted in writing and it must be signed and presented within 15 minutes of posting of results along with a fee of 40 Euro
- C If a protest involves one of the top five finishers, the awards ceremony will be delayed until the decision is reached.
- D The decisions of the College of Commissaires/Chief Commissaire on the day in relation to the interpretation of the Technical Regulations; necessary disciplinary action and upon any protests received in accordance with the above, will be final.
- E Ignorance of the regulations is not admitted as an excuse.
- F Due to the unique nature of 4 Cross races separate regulations govern disputes, please see Article 6 Paragraph 5

8. Technical Assistance

- A Authorised technical assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame. Bike changes are not permitted and the rider must cross the finishing line with the same handlebar number plate that he had at the start.
- B Technical assistance shall only be given in the feed/technical assistance zones.
- C Spare equipment and tools for repairs must be kept in the zones. Repairs and equipment changes can be carried out by the rider himself or with the help of a team-mate, team mechanic or neutral technical assistance.
- D In addition to technical assistance in feed zones, technical assistance is permitted outside these zones only between riders who are members of the same UCI MTB team, national team or club team.
- E Riders may carry tools and spare parts provided that these do not involve any danger to the rider himself or the other competitors.

9. First Aid

- A At least one ambulance and a basic first aid post are required at all races.
- B The first aid post must be centrally located and readily identifiable by all participants.
- C The first aid posts and the members of the first aid service shall be in radio communication with each other, the organisers and the president of the commissaries' panel.
- D All first aid personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
- E First aid personnel must be placed at the key locations of the course and shall be present on each day of competition.
- F There should also be a first aid crew in place for official training days.
- G The organiser must take the measures required to facilitate the rapid evacuation of injured persons from any point of the course. All-terrain vehicles (motorcycles,quads, etc.) and experienced drivers must be available to reach difficult areas quickly
- H Potential hazard areas must be clearly identified and should be accessible by ambulance (four wheel drive if necessary).
- I A briefing with the organising director, the persons in charge of the first aid and marshalling services and the president of the commissaries' panel shall be held before the race.
- J Maps of the course must be distributed to the medical crew.
- K A report must be submitted by the organiser within seven working days of the end of the race listing all injuries and treatments rendered with the rider's name, number.

ARTICLE 4 - GENERAL REGULATIONS APPLICABLE TO XCO COMPETITION

1. Course Design Parameters

- A The course must be 100% rideable regardless of the terrain and weather conditions. Brief and unavoidable dismounts may be approved by the Commissaire.

- B The duration of cross-country races on a circuit should lie within the following ranges (in hours and minutes).

	Minimum	Optimum	Maximum
Junior men	1.30	1.45	2.00
Junior women	1.15	1.30	1.45
Under 23	1.45	2.00	2.15
Elite men	2.00	2.15	2.30
Elite women	2.00	2.15	2.30
Masters men	1.30	1.45	2.00
Masters women	1.15	1.30	1.45

2. The Course

The course must be free of all significant obstacles which have not been planned and/or notified to the riders. Extended single track sections must also have periodic passing sections.

3. Start and Finish

- A The start and/or finish banners may be placed immediately above the start and finish lines (minimum clearance 2.5 m) and cover the whole width of the riding surface.
- B The riding area at the start for races where riders start in groups, should be on a flat or uphill section of the course and be:

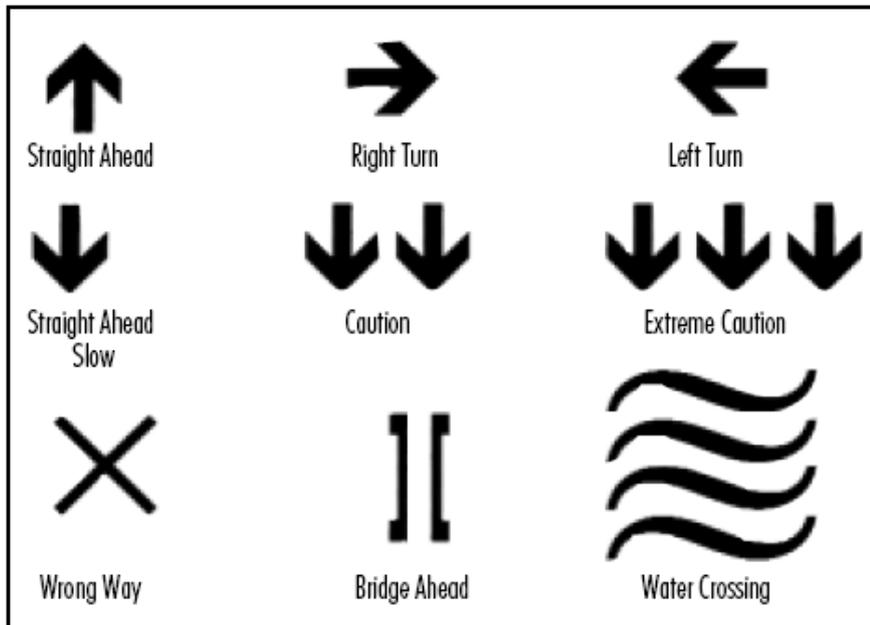
1. 6 metres wide (minimum 3m) for a minimum distance of 30 metres before the line.
- 2 . 6 metres wide (minimum 3m) for a minimum of 100 metres after the line.

It will be up to the race director and commissaire to decide the number of riders per row, making sure riders are aware of their decision. (for International races, UCI regs state course should be at least 8m wide)

- C The riding area at the finish for races where riders may finish in groups must be:
1. At least 4 meters wide for a minimum distance of 50 meters before the finish line.
 2. At least 4 meters wide for a minimum distance of 20 meters after the finish line.
 3. Either on the flat or climbing.
- D There must not be any obstacles which might cause a crash or any chance of collision between the riders in the start and finish areas.

4. Course marking

- A The course must be marked and indicated according to the following system:
The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white background They will have a minimum height of 20 cm and a minimum length of 40 cm.
- B They will indicate the route to be followed showing changes of course, intersections, and all potentially dangerous situations. They will be placed at frequent intervals along the course to confirm to the rider that he/she is following the correct course. Arrows should be placed on the riders' right hand side of the course except for right turns where arrows will be placed on the riders' left hand side prior to the turn and during the turn. They must be placed no higher than 1.5 m off the ground.
- C Each intersection will be marked by an arrow placed 10 m to 20 m before the intersection. Another arrow will be placed at the intersection. Another arrow will be placed 10 m after the intersection to confirm the correct route. A sign "X" will be positioned within easy eyesight to mark the wrong direction.
- D In all potentially dangerous situations, 1 or more arrows will be placed upside down 10 m to 20 m before the obstacle, and also at the obstacle. Two upside down arrows mean a more dangerous situation. Three upside down arrows means a most dangerous situation, proceed with caution. Replicas of the following signs must be used:



- E In downhill sections cross country courses must be additionally marked as follows: With bamboo or ski slalom gates (PVC piping) with a height between 1.5 m and 2 m
- F In appropriate areas, such as walls, on course tree stumps, on course tree trunks, there must be hay bales or adequate padding used to protect the riders. Such protective measures must not restrict the rideability of the course. In appropriate areas, such as along the edge of steep drops, catch nets which comply with ski federation norms must be used.
- G Any wooden bridges or ramps must be covered with non-slip surface (carpet, chicken wire, or special anti-slip paint).

5. Visual course reference

Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent paint to give increased rider reference at speed.

6. Feed Zones

- A Feeding is permitted only in the zones designated for that purpose, which are also used as technical assistance zones.
- B Each feed/technical assistance zone must be located on flat or uphill sections which are slow and wide enough for the purpose. The zones must be long enough and reasonably evenly spaced around the course. Double feed/technical assistance zones are recommended. For Olympic format cross-country races (XCO) 2 zones will be set up. For marathon format cross-country races (XCM) at least 3 zones will be set up.
- C The UCI technical delegate or commissaire, in collaboration with the organisational director, will decide on the distribution and location of feed/technical assistance zones.
- D The feed/technical assistance zones must be wide enough and long enough to allow riders who are not stopping to pass through unhindered. They should also accommodate the following two parts:
 1. UCI MTB teams, national teams.
 2. Crew for these teams must wear readily identifiable team clothing.
 3. Another part for individual riders or members of teams not registered with the UCI.
- E The feed/technical assistance zones must be clearly identified and numbered. They shall be in an enclosure completely separated from spectators. Access must be strictly controlled by commissaires and/or marshals.

- F For the Olympic Games, world championships, World Cup races and continental championships nobody may enter a feeding/technical assistance zone without accreditation.
- G Accreditation will be issued by the commissaires' panel at the team managers' meeting as follows: 2 accreditation passes (one feeder, one mechanic) per 4 riders (or fraction of 4) for each feeding/technical assistance zone.
- H Physical contact between feeders/mechanics and riders will be permitted only in feed/technical assistance zones.
- I Water bottles and food must be handed up to the rider without the feeder running alongside his rider
- J Water may be poured onto riders only if specific permission has been given by the president of the commissaires' panel before the race.
- K Protective sunglasses may only be changed in the feed/technical assistance zones.
- L No rider may turn back on the course to reach a feeding/technical assistance

7. Communication:

A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.

8. Marshals

A flag system must be applied as follows:

- All marshals working in potentially hazardous sections must carry a yellow flag which will be used during training and racing sessions.
- If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
- All marshals must ideally have line of sight with each other and carry whistles which will be blown with a short sharp blast as the next rider approaches.

9. First aid minimum requirements

See A3.9 above.

10. Minimum Training Periods

The organisation must make courses available and fully marked for training at least 2 hours before the first race (qualification or other). It is compulsory to wear a protective helmet when racing or training on the course and such helmet must comply with the required safety standards. Riders must wear their front number plate while training. No training is permitted whilst a race is in progress.

11. Starting grid

For the Olympic (XCO) and marathon (XCM) cross-country races, other than world championships and World Cup races:

- 1□□□as per the last UCI individual mountain bike cross-country classification UCI published for the format in question (or the classification on the previous 31 December should no classification for this format have been published since the start of the year);
- 2□□unclassified riders: by drawing lots.

Cycling Ireland races:

NPS- as per ranking in class.

Open races are started on 'first to the line' basis.

The race director/commissaire will recommend as to how many riders will fill each row on the grid.

12. Competition

- A Riders that withdraw from their race prior to being verified by the Commissaire as a lapped rider or an official finisher, are classed as "Did Not Finish", and will lose all benefits, such as a placing, competition points and ranking points.
- B Lapped riders can be pulled out of the competition by the lead motorcycle and reported to the Commissaire. Lapped riders should complete the lap on which they were lapped and then exit the competition in a designated finish lane set prior to the start of the finish straight. They will be listed in the results in order of finish plus number of laps down.

ARTICLE 5 - GENERAL REGULATIONS APPLICABLE TO DOWNHILL COMPETITION

1. Format for racing

A single run or a two run format may be used. This may involve either: A system in which a qualification and a semi-final lead to a final in which the fastest time wins - such as the World Cup system Or, a seeding run, followed by a single run by all competitors based on the seeding run, with the fastest time winning - such as the World Championships system. A two run system (with the fastest single time from either run counting to the result) may be acceptable under certain circumstances. Two runs with a combined time is not an acceptable system.

2. Course Design Parameters

The following course design parameters must be followed:

3. Minimum Maximum

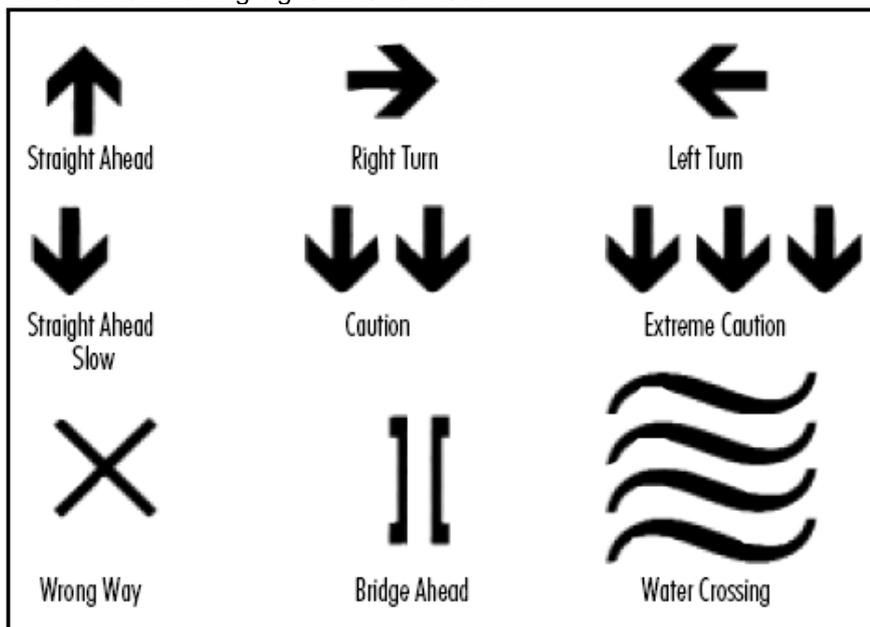
- A Course Length 1,500 m - 3,500 m
- B Race Time 2 minutes - 5 minutes
- C Courses must be marked with a minimum of the following:
 - 1. With bamboo or ski slalom gates (PVC piping) with a height between 1.5 m and 2 m.
 - 2. With the UCI approved arrow system.
- D In appropriate areas, such as walls, on course tree stumps, on course tree trunks, there must be hay bales or adequate padding used to protect the riders. Such protective measures must not restrict the rideability of the course.
- E In appropriate areas, such as along the edge of steep drops, catch fences of a smooth flat surface must be used. Nets or mesh fencing with a gauge (hole) greater than 5 mm x 5 mm cannot be used.
- F Any wooden bridges or ramps must be covered with non-slip surface (carpet or special anti-slip paint).

4. Course marking

The course must be marked and indicated according to the following system:

- A The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white background
- B They will have a minimum height of 20 cm and a minimum length of 40 cm.
- C They will indicate the route to be followed showing changes of course and all areas of potential risk.
- D Arrows must be placed on the riders' right hand side of the course except for right turns where arrows will be placed on the riders' left hand side prior to the turn and during the turn. They must be placed no higher than 1.5 m off the ground. In all areas of potential risk, 1 or more arrows will be placed upside down 30 m before the obstacle, or dangerous situation, and also at the obstacle.

- E Two or more upside down arrows mean a more risky situation.
- F Three or more upside down arrows proceed with caution.
- G Replicas of the following signs must be used:



5. Visual course reference

Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent paint to give increased rider reference at speed.

6. Security

Full-face Helmets

It is compulsory for all riders to wear a protective full face helmet when racing or training on the course and such helmet must comply with the established safety standards.

Protective Clothing

Due to the youth of the sport of downhill racing certain protective items are not yet governed by formal standards.

However, based on current experience, Cycling Ireland recommends that all riders wear: Full Fingered Gloves along with Back, Elbow, Knee and Shoulder protection with a rigid surface.

In addition to this recommendation it is required that Youth and Junior riders wear the following during both competition and official practice at all Downhill events: Full Fingered Gloves along with Back, Elbow, Knee and Shoulder protection with a rigid surface.

Armour Guidelines

These guidelines are to assist riders with the minimum criteria expected, it is not a finite list of acceptable armour as no definitive kite marked list is available either from governing bodies or the industry.

Youth and Junior Category protection is as follows:

Spinal

All equipment used should have been designed and sold with the express purpose of being used as protective sports clothing.

Requirements

- Self fastening- does not require auxiliary fastening devices to secure to the body.
- Constructed of a solid material e.g. Plastic.
- Cover full length of back from between shoulder blades to tail bone.
- Can be fully, partially or non articulated in design.

- Can be stand alone back protectors or part of a protective suit e.g. Full body, half body or vest.

Not permitted

- Soft protectors without solid inserts e.g. not foam or neoprene.
- Motocross style “roost guards” unless with a specific back protector, not just a rear roost deflector.

Gloves

All equipment used should have been designed and sold with the express purpose of being used as protective sports clothing.

Requirements

- Gloves giving full finger coverage.

Not permitted

- Partially fingered gloves.

Shoulder

All equipment used should have been designed and sold with the express purpose of being used as protective sports clothing.

Requirements

- Self fastening- does not require auxiliary fastening devices to secure to the body.
- Constructed of a solid material e.g. Plastic.
- Can be stand alone shoulder protectors or part of a protective suit e.g. Full body, half body or vest.

Not permitted

- Soft protectors without solid inserts e.g. Not foam or neoprene.

Elbow

All equipment used should have been designed and sold with the express purpose of being used as protective sports clothing.

Requirements

- Self fastening- does not require auxiliary fastening devices to secure to the body.
- Can be stand alone elbow protectors or part of a protective suit e.g. Full body, half body or vest.

7. Communication:

A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.

8. Marshals:

A flag system must be applied as follows:

- A All marshals must carry a yellow flag which will be used during training sessions only.
- B If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
- C Designated marshals will hold red flags. These red flag positions must be at suitable places on the course and each red flag holder will have radio contact with left and right neighbouring red flag holders.
- D The red flags will be used in training and racing.

9. Race halt procedure:

- A All red flag holders must have radios tuned to the same frequency as the Commissaire, Race Organiser and Medical Staff.

- B Red flag holders observing a serious accident must immediately report the accident on the radio to the Commissaire and Race Organiser.
- C Red flag holders must immediately assess the situation of the crashed rider and continue reporting to the Commissaire and Race Organiser.
- D The Commissaire may order that the red flag is waved vigorously.
- E Other red flag holders should be aware of any radio traffic concerning an accident and when observing a neighbour waving his/her flag must do the same.
- F Riders observing a waving red flag during the race must STOP immediately since a serious accident ahead is being reported.
- G A stopped rider should proceed calmly but promptly to the finish and request a re-start from the Commissaire and wait for further instruction.
- H All marshals must have line of sight with each other and whistles which will be blown with a short blast as the next rider approaches.

10. First aid minimum requirements

- A At least one ambulance and unit is required at all races.
- B All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
- C The first aid area must be centrally located and identified to all participants.
- D First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There must also be a first aid crew in place for official training days.
- E First Aid services must be in radio contact with each other, with Race Organisers, and with the Commissaire in case the race has to be stopped.
- F All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident without having to travel too far. Ideally, rescue must be situated so they need to travel less than 3 minutes to an incident. Medical staff will monitor all red flag radio traffic.
- G A report must be submitted by the Organiser within seven working days of the end of the race listing all injuries and treatments rendered with the riders name and number.
- H Potential hazard areas must be identified and should be accessible by ambulance (four wheel drive if necessary). Maps must be distributed to the medical crew.

11. Minimum Training Periods

- A One days prior to competition, on foot inspection must be provided.
- B On the morning of the race, an optional training period must be provided.
- C A bike sticker system must be used to confirm that riders have completed a minimum two training runs.
- D Riders must commence all training runs at the beginning of the course at the official start gate. Commencing a training run below the official start line may result in disqualification from the competition.
- E Riders must wear their front number plate while training. No training is permitted whilst a race is in progress.

12. Transportation to top of course

Transport must be provided which is capable of moving 150 riders per hour with their bikes to the top of the course. A suitable alternative access system must be planned should the primary access system fail.

ARTICLE 6 - GENERAL RULES FOR 4-CROSS

1. General

4-Cross is a race where four riders compete side by side on the same downhill course. The nature of this competitions is such that some unintentional contact between riders may occur; this will be tolerated by the commissaire in charge, as long as he judges it to be within the spirit of the race, fair play and sportsmanship towards the other competitors.

2. Race procedure

- A Practice runs must take place on the same day as the finals. The qualifying round may take place the same day as the finals. The qualifying round shall take the form of a timed run over the course by each rider. A list of starters will be drawn up, with which all riders must comply. Riders entered who fail to start as prescribed shall be deemed not to have qualified. The riders shall start when the order is given by the commissaire. After the qualifying round, the fastest 32 male riders and the fastest 16 female riders shall qualify for the main race. The groups of riders will be drawn in such a manner, in order to ensure that the fastest qualifying rider will only meet the second qualifying rider in the final.
- B The riders in each group of four may choose their starting position in order of their qualifying times. The fastest rider shall get first choice. In addition to the final, a minor final shall be held for the four losers from the penultimate round, in order to determine the 5th to 8th placing. The formula used will be the automatic elimination of the rider placed last in each group of four. The third may go through a repechage. The first and second placed riders shall qualify for the next round. Each group of four riders shall ride only once.
- C The riders shall start from a standstill. A forward movement of the bicycle resulting in contact with the starting gate shall result in a disqualification for this round. Contact will be deemed to have occurred if the rider causes a malfunction of the gate or other starting mechanism by touching it or by forcing it open before the start signal. Breaking the starting gate shall be grounds for disqualification. If a part of the front wheel passes the start line before the official starting signal the rider shall be disqualified.
- D The riders are required to pass through each gate without straddling it: i.e. the wheels of the bicycle must follow a path outside each gate. The gate judges located along the course will check that the correct route is followed. A missed or straddled gate will result in the rider's disqualification unless the rider goes to the trouble of returning to pass it correctly.
- E If the four riders fall or fail to cross the finish line in a preliminary round, the winner will be the rider who covered the largest part of the course.
- F The riders finishing below 12th place are ranked on the basis of the round which they reached followed by their qualifying time.

3. The course

- A The course must be open enough to allow riders to pass each other. It must also be wide enough to allow the four riders to line up side by side. Ideally, the course should be set up on moderate slopes with regular gradients. It must also include a mixture of jumps, humps, berms, dips, natural tables and other special features; it may include banked turns. There should be no climbing requiring the riders to pedal.

- B The time taken to cover the course should be between 30 and 40 seconds. The 10 first metres of the race must be free of any obstacle, and may be marked with white lines (using tape, biodegradable paint, or flour) to split the course into four lanes. Any rider crossing or riding on these white lines will be disqualified.
- C At least the following markings must be provided:
 - Gate markers in bamboo or as used for alpine skiing (in PVC) of 1.5 to 2 metres in height.
 - The last gate on the course must be located at least 10 metres from the finish line.
- D The organiser must provide a raised platform from which the 4-Cross judge has an unobstructed view of the entire course. The platform will be located in a zone to which spectators do not have access.

4. Transport to the race start

It is recommended that means should be provided to transport riders rapidly up to the start area.

5. Protests

- A Any rider who considers he has been prejudiced by any action during the competition may submit a protest to the Chief/Race Commissaire after he/she has crossed the finish line.
- B The decisions of the College of Commissaires/Chief Commissaire on the day in relation to the interpretation of the Technical Regulations; necessary disciplinary action and upon any protests received in accordance with the above, will be final.

APPENDIX AT.7 – NATIONAL CHAMPIONSHIPS

Road & Time Trial

<u>Category (for eligibility also refer to T10.1.26)</u>	<u>Road Race</u>	<u>Time Trial</u>
Junior men (open to A1, A2 and A3 licence holders with “Junior” designation)	120/140kms	
Junior women (open to A1, A2 and A3 licence holders with “Junior” designation)	60/80kms	
Junior men (open to A1, A2, A3 and A4 licence holders with “Junior” designation)		40kms
Junior women (open to A1, A2, A3 and A4 licence holders with “Junior” designation)		20kms
Senior men incorporating U23 (open to A+, A1 and A2 licence holders with “Senior” or “espoir” designation)	160/200kms	-
Senior men incorporating U23 (open to A+, A1, A2, A3 and A4 licence holders with “Senior” or “espoir” designation)	-	40kms
Elite women (open to A+, A1, A2, and A3 licence holders with “Senior” designation)	80/100kms	-
Elite women (open to A+, A1, A2, A3 and A4 licence holders with “Senior” designation)	-	40kms
A3 Senior Mens Championship (open to A3 licence holders with “Senior” designation)	100kms	-
Veterans men (open to A1, A2, and A3 licence holders with “Veteran” designation)	100kms	-
Veteran men (open to A1, A2, A3 and A4 licence holders with “Veteran” designation)	-	40kms
Tandems (open to all road competition licence holders who are at least of junior age)	-	40kms

Hill Climb

A National Hill Climb Championship open to all categories may be promoted each year.

Cyclo Cross

National Cyclo Cross Championships may be held each year as follows.

(a) Junior Championship for men and women. Individual medals and jersey will be awarded to the two categories in accordance with rule T10.A1.13, 14 and 15.

(b) National Championship open to all Seniors, Elite Women and Veterans. Individual medals and jersey will be awarded to the three categories in accordance with rule T10.A1.13, 14 and 15.

In the National Championship there will only be one set of Team Medals in accordance with rule T10.A1.20.

Where the entries received in respect of the Junior Championships does not satisfy the requirements of T10.A1.11 the juniors may compete in the National Championship and medals will be allocated in accordance with T10. A1.14 and no Junior National Champions Jersey will be awarded. In such a case the race will be limited to approximately 50 minutes.

Criterium

A National Criterium Championship open to male categories A+, A1, A2 & A3 may be promoted each year.

Track.

Senior Men	Senior Women	Junior Men	Junior Women	Veteran Men
Sprint	Sprint	Sprint	Sprint	5 Event Omnium
4km Pursuit	3km Pursuit	3km Pursuit	3km Pursuit	
1km TT	500m TT	1km TT	500m TT	
Scratch	Scratch	Scratch	Scratch	
Omnium	Omnium			
Team Sprint	Team Sprint			
Team Pursuit	Team Pursuit			
Keirin				

Mountain Bike

To be confirmed